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County Jail No. 3 Replacement Project

DRAFT ENVIRONMENTAL IMPACT REPORT

File No. 97.368E

February 28, 1998

SCH. No. 97102007

Draft EIR Publication Date:	February 28, 1998
Draft Public Hearing Date:	March 31,1998 - City of San Bruno April 9, 1998 - City of San Francisco
Draft EIR Public Comment Period:	February 28 - April 14, 1998

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City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

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DATE: February 28, 1998

TO: Distribution List for County Jail No. 3 Replacement Project
File No. 97.368E

FROM: Lisa Posternak, Major Environmental Analysis

SUBJECT: Draft Environmental Impact Report Transmittal and
Request for Final Environmental Impact Report

This is the Draft Environmental Impact Report (Draft EIR) on the County Jail No. 3 Replacement Project. Two **public hearings** will be held on the Draft EIR: by the San Francisco Environmental Review Officer on Tuesday, **March 31, 1998** in San Bruno, and by the San Francisco Planning Commission on Thursday, **April 9, 1998** in San Francisco, to solicit public comments on the accuracy and completeness of this document. After the public hearings, our office will prepare and publish a document called "Comments and Responses" which will contain a summary of all relevant comments on this Draft DEIR and our responses to those comments; it may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearings on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification (i.e., completion) of the EIR. Others may receive such copies and notice on request or by visiting our office. This Draft EIR, together with the Comments and Responses document, will be considered by the San Francisco Planning Commission in an advertised public meeting and certified as a Final EIR if deemed accurate and complete.

After certification of the Draft EIR and Comments and Responses document as a Final EIR, a single document called the Final EIR will be produced. The Final EIR will consist of the Draft EIR (as modified by the Comments and Responses document) together with the Comments and Responses document. The Final EIR will not add new information to the combination of the two documents except to reproduce the certification Motion by the San Francisco Planning Commission. The Final EIR will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, technically you will have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Comments and Responses document have no interest in receiving virtually the same information after those documents together have been certified as the Final EIR. To avoid expending money and paper needlessly, we would like to send a copy of the Final EIR to private individuals only if they request one. It is likely that the Planning Department will require payment for the Final EIR to cover production costs. Therefore, if you would like to be contacted regarding purchase of a copy of the Final EIR, please complete and mail the enclosed request form to the Major Environmental Analysis section of the San Francisco Planning Department within two weeks after certification of the Final EIR.

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Office of Environmental Review
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Attn: Lisa Posternak, EIR Coordinator
97.368E County Jail No. 3 Replacement Project EIR

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RETURN REQUEST REQUIRED FOR FINAL
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REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: San Francisco Planning Department,
Office of Environmental Review

Please send me a copy of the Final EIR.

SIGNED: ______________________________

Print Your Name and Address Below:

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SUMMARY

The proposed project and subject of this Environmental Impact Report (EIR) is the proposed County Jail No. 3 Replacement Project. This EIR, prepared by the San Francisco Planning Department, is an informational document for use by responsible government agencies and the public to identify and evaluate the potential physical environmental consequences of the proposed County Jail No. 3 Replacement Project, to describe feasible mitigation measures to reduce or avoid significant environmental impacts, and to examine alternatives to the proposed project. After receiving public comments on this Draft EIR and responding to the comments, the EIR will be considered for adequacy and completeness (i.e., for certification) by the San Francisco Planning Commission. The San Francisco Sheriff's Department is the project sponsor, and the San Francisco Department of Public Works is the project manager.

The main objective of the proposed County Jail No. 3 Replacement Project is to comply with the order of the United States District Court for the Northern District of California (No. C-91-3453-WHO) directing the City of San Francisco to submit a plan to remedy the deficiencies in Jail No. 3. The federal court found many conditions at the existing Jail No. 3 unacceptable and issued an order for the City of San Francisco to submit a remedial plan to correct the deficiencies. The deficiencies found by the Court included fire safety, seismic safety, water supply and sanitary sewage plumbing, noise, lighting, potential recurrence of overcrowding, and lack of opportunity to engage in religious services. The project sponsor has several other objectives that are discussed in Chapter II, Project Description.

A. PROJECT DESCRIPTION

The County Jail No. 3/7 Complex is the proposed project site. It is located on 158 acres of land owned by the City and County of San Francisco in unincorporated San Mateo County, and is identified as Assessor's Parcel Number 017-530-010 . The site is adjacent to the City of San Bruno to the east, Sweeney Ridge Trail and the City of Pacifica to the west, Skyline College to the north, and Crystal Springs Reservoir to the south (part of a City and County of San Francisco watershed area). Figure 1 in Chapter II, Project Description, shows the regional location of the site.

The existing County Jail No. 3/7 Complex includes Jail No. 3, Jail No. 7, and the Learning Center; a practice pistol and rifle shooting range; storage buildings; buildings associated with farming and horticultural activities; a water storage tank; natural gas, electrical and telephone utilities; and parking areas and access roads. This site has been the location for the San Francisco County Jail since 1932. Figure 2 in Chapter II, Project Description, shows the existing jail complex.

The proposed project would include construction of a new jail facility to replace the existing Jail No. 3, construction of a new vehicle storage building, improvements to the water supply, sanitary sewer, and electrical systems; and improvements to interior roads and parking areas. Demolition of the existing Jail No. 3 after the new jail facility is constructed would also be completed as part of the proposed project. Construction of the new Jail No. 3 is proposed to begin in October 1998 and be completed in about three to four years, including the demolition of the existing Jail No. 3.

COUNTY JAIL NO. 3 REPLACEMENT PROJECT FACILITIES

The proposed County Jail No. 3 Replacement Project facilities include a new Housing Building, Administrative/Services Building, new Vehicle Storage Area, three parking lots, upgraded roads, new electrical service and emergency generator, and water and sanitary sewer system infrastructure improvements. See Table 1 for the floor area and footprint of the County Jail No. 3/7 Complex facilities.

Administrative/Services Building

The new Administrative/Services Building would be located southeast of Jail No. 7. It would have a footprint of about 45,000 square feet and a gross floor area of about 106,000 square feet, that includes about 58,000 square feet on the first floor and 48,000 square feet on the second floor. The building would be split level, about 20 feet high at the first level parapet, and about 35 feet high at the upper level parapet. The building would be connected to the Housing Building by a hallway connector structure that would contain four elevators in a tower about 65 feet high. The Administrative/Services Building would contain a lobby, attorney visiting area, administrative offices and support area, staff exercise and locker rooms, warehouse, maintenance area, and central heating to serve the inmates of the entire County Jail No. 3/7 Complex; and a kitchen, bakery, and laundry to serve the inmates of the entire City and County of San Francisco Jail System.

Housing Building

The new Housing Building would be located east of the existing Jail No. 3 and south of the new Administrative/Services Building. It would have a footprint of about 110,000 square feet and a gross floor area of about 336,000 square feet over four stories. The building would have a total of 384 cells that could accommodate a maximum of 768 inmates. Each cell would be 80 square feet, per federal standards, and accommodate a maximum of two inmates. The Housing Building would consist of four pods (modular housing units), each with 24 cells, stacked in four levels. Each floor would house 96 cells. Each pod would be laid out in a semi-circle of 180 degrees for maximum visibility by deputy sheriffs. Each pod would contain two separated exercise areas, for a total of eight exercise areas. Each exercise area would have interior visibility to the sky and would be covered with a mesh screen for security purposes.

The Housing Building would also contain an intake area, non-contact visiting areas, arraignment rooms, medical and dental bays, day room, classrooms, multi-purpose space for educational and religious programs, law and general libraries, and multi-purpose storage area.

Vehicle Storage Area

The new Vehicle Storage Area would be located at the southern end of the vehicle sallyport leading to the new Housing Building. The Vehicle Storage Area would have a gross floor area of about 7,000 gross square feet, and would be used to store four buses, two trucks and two vans.

Utilities

- *Water Supply System Improvements:* The existing 250,000-gallon water storage tank on the project site would be replaced in the same vicinity with a new water storage tank of 448,000 gallons. The water transmission pipelines from the tank to the proposed Jail No. 3 replacement building and the existing Jail No. 7 and Learning Center would be replaced. The pump station near the Harry Tracy Water Treatment Plant would be upgraded to include automatic controls.

- *Sanitary Sewer System Improvements:* The proposed sanitary sewer system improvements would correct deficiencies in the sanitary sewer system and accommodate the wastewater anticipated to be generated by the proposed project. Three design variants, each with two treatment options, are proposed for the sanitary sewer system improvements. Figures 5, 6, and 7 in Chapter II, Project Description, show the proposed sanitary sewer system variants.

- *Natural Gas System Improvements:* A new gas metering system and a new service lateral pipeline are proposed.

- *Electrical System Improvements:* The proposed improvements to the electrical system include a new 12-kV underground service line to a new transformer and a new emergency diesel generator.

Parking Areas

Under the proposed project, the new staff and visitor parking areas would be segregated and formalized with paving and striping. One parking lot for staff of Jail No. 3 and Jail No. 7 would be constructed north of the new Administrative/Services Building. It would contain 198 parking spaces on an area of about 72,000 square feet. One parking lot for Jail No. 3 visitors would be constructed north of the new Housing Building and east of the new Administrative/Services Building. It would contain 75 parking spaces on an area of about 29,000 square feet. One parking lot for Jail No. 7 visitors would be located east of Jail No. 7. It would contain 25 parking spaces on an area of about 10,000 square feet. The new parking lots would accommodate about the same number of vehicles as do the existing parking areas on the project site.

Roads

The main access road on the project site would be widened from one to two lanes to allow wide trucks and buses to pass safely. Portions of this road would be re-paved. A new, two-lane loop road would be constructed around the new Administrative/Services Building. Inmates would be transported from the entrance gate at the main access road to the vehicle sallyport at the southern side of the Housing Building. Delivery and pick-up of food and laundry would occur at the loading dock north of the Administrative/Services Building. No off-site improvements to Moreland Drive are planned.

Two temporary construction routes for the proposed project are under consideration. Alternate Route 1 includes College Drive, College Loop Road (South), and Jail North Road. Alternate Route 2 includes College Drive, Longview Drive, and Moreland Drive.

B. MAIN ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

The proposed project would essentially replace the existing Jail No. 3 facility within the boundary of the County Jail No. 3/7 Complex site. Infrastructure improvements would be made, but no substantial increase in capacity or change in operation of Jail No. 3 would occur.

No significant impacts from implementation of the proposed project are identified for land use, visual quality, utilities, and geology. Potentially significant impacts from the implementation of the proposed project that would be reduced to a less-than-significant level with the implementation of mitigation measures are identified for transportation, noise, air quality, public services, biological resources, hydrology and water quality, hazards, and archaeological resources. Potential impacts to historical resources are identified that would still be significant with implementation of mitigation measures.

LAND USE

The proposed County Jail No. 3 Replacement Project would not disrupt or divide the physical arrangement of the surrounding community. The uses on the project site would generally remain the same under the proposed project; the majority of the project site would continue in open space and agricultural uses; the new structures and facilities would be located near the existing structures and facilities; and, with the exception of the installation of utilities, all new structures and facilities would be constructed internal to the site. The proposed project would not substantially increase the inmate population on the site because operation of the proposed project would result in a maximum net increase in the Jail No. 3 inmate population of only two percent. As the proposed project would not disrupt or divide the physical arrangement of the surrounding community, change the type of uses on the site, or substantially increase the inmate population on the site, it would not have a substantial impact on the character of the project area.

VISUAL QUALITY

The proposed project would not have a substantial negative aesthetic effect or degrade or obstruct any scenic view or vista observed from public areas. Based on an analysis from three public viewpoints of the visual changes that would result from constructing the proposed project, the new jail buildings would not block or degrade, and from some viewpoints would block less, of the views to the hills and open spaces south, east, and west of the project site; and would not change the appearance of the County Jail No. 3/7 Complex.

TRANSPORTATION

Degradation of the pavement quality of roads along either proposed construction route as a result of an increase in heavy construction vehicle traffic during project construction is a potentially significant impact of the proposed project.

Two alternate routes were considered as potential construction routes for heavy construction vehicles (see Project Description for description of construction routes). Both Alternate Route 1 (College Drive/Jail North Road) and Alternate Route 2 (College Drive/Longview Drive/Moreland Drive) would be adequate for heavy construction vehicles based an analysis of the amount of construction traffic that would be generated to and from the project site, and a measure of the pavement surface standards required to accommodate a certain weight and type of vehicle. Selection of the preferred route would be based on the cost of road construction or repair, analysis of the pavement condition index of existing roads and their underlying soil conditions, and input from local jurisdiction agencies. Construction of the proposed project would not cause substantial degradation to the pavement quality of roads from use by heavy construction vehicles if mitigation measures were implemented. These mitigation measures include performing a pavement survey of streets which may be affected by construction activities before and after project construction, and using the results of the survey to determine the most effective construction routing patterns; and compensating the City of San Bruno for any decline in the pavement condition index attributable to construction of the proposed project.

Other potential impacts from construction of the proposed project include an increase in construction vehicle (construction employee personal vehicles and heavy construction vehicles) traffic along residential streets and in the area of Skyline College, and interference of this traffic with emergency access along Jail North Road or evacuation plans for Skyline College. These impacts were found to be less-than-significant because construction of the proposed project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system in the project area; the number of daily heavy construction vehicle trips would be minimal; and in the event of an emergency at Skyline College, Jail North Road would be closed to use by construction vehicles.

Alternate Route 2 was recommended as a major access route for construction employee personal vehicles. Although the increase in personal vehicle traffic during project construction would be less-than-significant, mitigation measures are identified that would further reduce this impact. One mitigation measure involves developing a Transportation Management Plan (TMP) that prohibits the use of Sneath Lane and Riverside Drive as an access route for construction employee personal vehicles and heavy construction vehicles; designates Alternate Route 2 for all trips by construction employee personal vehicles; and specifies using the results of the pavement condition index survey to determine whether Alternate Routes 1 or 2 are to be used as a route for heavy construction vehicles. The TMP would be reviewed by the City of San Bruno and reviewed and approved by the City and County of San Francisco prior to the start of project construction. Another mitigation measure involves avoiding the use of Alternate Route 1 for heavy construction vehicles during the three-week period at the beginning of both the fall and spring semesters at Skyline College if that route is selected as the preferred route for heavy construction vehicles. Transportation impacts from operation of the proposed project would be less-than-significant.

NOISE

Operating construction equipment during project construction would increase noise levels at on-site receptors (occupants of buildings near the construction area on the project site) and at off-site receptors (occupants of residences in residential areas adjacent to the site). The increase in noise in the interior of buildings near the construction area, at the Jail No. 3 outdoor exercise area, and at residential areas adjacent to the site would not be substantial because the project sponsor will incorporate standard noise control measures into the construction specifications for the proposed project, the noise levels in the buildings near the construction area would be acceptable for activities in interior work spaces, and the noise levels at the outdoor exercise area would be acceptable for outdoor recreational activities.

The standard noise control measures include: using the best available noise control techniques on construction equipment and trucks, and testing all construction equipment (except impact tools, pavement breakers, and jackhammers) to ensure that equipment noise does not exceed 80 dBA at 100 feet; limiting construction activities to daytime working hours (7 A.M. to 5 P.M., weekdays only) in all project construction areas; using hydraulically or electrically powered impact tools (e.g., jack hammers, pavement breakers and rock drills) wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; installing hospital grade mufflers on all stationary noise sources located within 200 feet of any sensitive noise receptors; contractor using construction techniques that minimize noise and vibration levels, and pre-drilling all soldier piles wherever feasible to reduce construction noise and vibration; using impact pile drivers only when absolutely necessary; and designing enclosures for all project-related noise sources (e.g., pumps, blowers, fans, emergency generators) to provide maximum noise attenuation to maintain existing noise levels to the extent feasible.

The September 1997 Initial Study on the proposed project indicated that noise associated with operation of the proposed project would not differ substantially from the existing noise generated by the existing County Jail No. 3/7 Complex. Therefore, noise impacts from operation of the proposed project is not analyzed in the EIR.

AIR QUALITY

Short-term PM_{10} (dust) emissions during project construction, short-term exhaust emissions from construction equipment, and an increase in air pollutant emissions from the use of boilers in the new buildings are potentially significant impacts of the proposed project.

Soil disturbances during construction of the proposed project would be exacerbated by wind erosion, generating PM_{10} (dust) emissions. Construction of the proposed project would result in a temporary increase in PM_{10} emissions and in localized PM_{10} concentrations. However, this increase in PM_{10} emissions would not substantially contribute to the current non-attainment status for the state PM_{10} standard or expose sensitive receptors to substantial pollutant concentrations because the project sponsor will incorporate the Bay Area Air Quality Management District (BAAQMD) basic, enhanced, and optional dust control measures into the construction specifications for the proposed project. These measures are intended to reduce or prevent the creation of visible dust. The BAAQMD dust control measures include: watering all active construction areas at least twice daily; covering all trucks hauling soil, sand, and other loose materials with tarpaulins or other effective covers; paving all unpaved access roads, parking areas, and staging areas at the construction site or applying water or non-toxic soil stabilizers to all unpaved access roads; sweeping paved access roads, parking areas, and staging areas daily with a water sweeper; sweeping streets daily with a water sweeper in areas where visible soil material is carried onto adjacent public streets; hydroseeding or applying a non-toxic soil stabilizer to inactive construction areas; enclosing, covering, and watering twice daily or applying a non-toxic soil binder to exposed stockpiles; limiting traffic speed of all vehicles driving on unpaved roads to 15 mph; installing sandbags or other erosion control measures to prevent silt runoff to public roadways; replanting vegetation in disturbed areas as quickly as possible; installing and using wheel washers to clean all trucks and equipment leaving the construction site; installing wind breaks or plant trees/vegetative wind breaks on windward sides of construction areas; suspending excavation and grading activities when winds exceed 25 mph; and limiting the area subject to excavation, grading, and other construction activities at any one time.

Construction activities would result in short-term exhaust emissions from construction equipment, and from construction vehicles if excavated soils were transported to an off-site disposal facility. The short-term increase in exhaust emissions could expose sensitive receptors to substantial PM_{10} concentrations and contribute to the current non-attainment status for the federal CO (carbon monoxide) standard and state PM_{10} standard in the Bay Area. However, this increase in exhaust emissions would not substantially contribute to the current non-attainment status for CO or PM_{10} or expose sensitive receptors to substantial pollutant concentrations if mitigation measures were implemented. The mitigation measures include: not allowing any construction equipment used on the project site to idle for more than five minutes; ensuring that all construction equipment is properly tuned and maintained according to the manufacturer's specifications prior to use on the site; when feasible, using alternative fuel or electrical construction equipment on the site; selecting the minimum practical engine size for construction equipment before the equipment is used on the site; and where feasible, ensuring that all gasoline-powered construction equipment is equipped with catalytic converters before the equipment is used on the site.

Boilers generate nitrogen oxides (NOx) and carbon monoxide (CO). Nitrogen oxides have the capability of forming explosive mixtures in air. Boilers in the new buildings on the project site would be subject to BAAQMD regulations if their rating were 10,000 million British Thermal Units (BTUs) per hour or greater. The project sponsor proposes to operate the boilers in the new buildings on the project site according to the applicable BAAQMD regulations. Therefore, the use of boilers during project operation would not exceed the BAAQMD thresholds for emissions of CO or NOx.

PUBLIC SERVICES

Jail North Road may be opened for use as a secondary access route during project construction. A secondary access route during project construction would increase the security risk at the County Jail No. 3/7 Complex because it would present another avenue for inmate escape. If the Jail North Road is opened as a secondary access route during project construction, the increase in security risk at the jail complex would not be a significant impact on police protection services if mitigation measures were implemented. These mitigation measures include installing fencing and a securable gate at the entry point to the access route and having a security guard monitor the gate at all times when the access route is in use; and amending the Emergency Operating Procedures for the County Jail No. 3/7 Complex to include the Community Alert Notification system.

BIOLOGICAL RESOURCES

Several significant and potentially significant impacts to biological resources from construction of the proposed project are identified. Impacts to wetlands and associated California red-legged frog habitat include loss of one-third acre of habitat as a result of constructing the new jail buildings; potential alteration of habitat hydrology as a result of constructing and operating the new storm drainage system; and potential degradation and/or loss of habitat as a result of potential discharge of sediment to habitat and hazardous materials contamination of habitat during project construction, constructing the new sanitary sewer system, testing and disinfecting the new water storage tank and pipelines, and removing, covering, or filling the wet sewage tanks at the sewage treatment plant. Impacts to California red-legged frogs include potential mortality of individual frogs as a result of potential hazardous materials contamination of habitat and interference with movement between habitats during project construction, testing and disinfecting the new water storage tank and pipelines, and trapping in the dry sewage tanks at the sewage treatment plant. Impacts to other sensitive plant communities include potential disturbance or loss of native grassland as a result of constructing the new water storage tank. Potential impacts to the Mission blue butterfly and San Bruno elfin butterfly include potential loss of foraging habitat as a result of constructing the new water storage tank, and potential interference with feeding and flight behavior of the Mission blue butterfly as a result of dust generated during project construction. Other impacts include potential removal of trees with active raptor nests as a result of constructing the new water storage tank and sanitary sewer system. Potential disturbance of special status wildlife species as a result of noise during project construction would be less-than-significant.

To mitigate the potentially significant direct and indirect impacts to biological resources to a less-than-significant level, Mitigation Monitoring Plans would be developed for the protection and conservation of wetlands, and for the protection and conservation of sensitive species and habitats. The final Mitigation Monitoring Plans would be submitted to the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and California Department of Fish and Game for review and approval prior to project construction.

To compensate for the loss of one-third acre of wetlands and to mitigate the potential impacts to wetlands to a less-than-significant level, a Wetlands Mitigation Monitoring Plan would be developed and implemented. The Wetlands Mitigation Monitoring Plan would include the following mitigation measures: creating a suitable amount of wetlands within the County Jail No. 3/7 Complex, limiting construction activities in wetlands to seasonal dry periods, implementing erosion and sedimentation control measures near wetlands, restricting refueling or maintenance of construction equipment to areas at least 100 feet from wetlands, installing a linear filter basin in the storm drainage system below the new parking lots to trap contaminants in pavement runoff, maintaining existing drainage patterns and discharge points on the site, and training construction personnel on the mitigation requirements for protecting wetlands.

To compensate for the loss of California red-legged frog and Mission blue butterfly habitat, and to mitigate the potential impacts to sensitive plant and animal species and plant communities, a Biological Resources Mitigation Monitoring Plan would be developed and implemented. The Biological Resources Mitigation Monitoring Plan would include the following mitigation measures for impacts to the California red-legged frog: establishing a conservation easement over wetlands and adjacent uplands; creating a permanent breeding pond; relocating frogs away from construction areas prior to project construction; installing barrier fencing around wetlands and other habitat prior to project construction; implementing several erosion and sedimentation control measures during project construction; restricting refueling or maintenance of construction equipment to areas at least 100 feet from wetlands and other habitat; and designing the proposed project to include covering, filling, or removing the dry sewage tanks. The Plan would include the following mitigation measures for impacts to the Mission blue and San Bruno elfin butterflies: creating Mission blue butterfly habitat on the slope above the new water storage tank, installing barrier fencing around habitat prior to project construction, and avoiding habitat and implementing dust control measures during project construction. The Plan would include the following measures for impacts to native grassland and raptors: installing barrier fencing around areas of native grassland prior to project construction, avoiding native grassland during project construction, and removing trees that contain active raptor nests before the start of the raptor breeding season.

HYDROLOGY AND WATER QUALITY

Potential degradation of the quality of stormwater runoff during project construction is a potentially significant impact of the proposed project. Grading and other earthwork on the project site would involve temporary disturbance of surface soils and removal of vegetative cover. These construction activities would result in exposure of soil to stormwater runoff, potentially causing erosion and entrainment of sediment in the runoff. Soil stockpiles and excavated areas on the project site would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation in the wetland area, storm sewers, and water courses on and near the project site. The accumulation of sediment could result in blockage of water flows, potentially resulting in increased localized ponding or flooding.

In addition, chemicals present at the construction site (e.g., fuels, oils, paints, and solvents) may be released and transported in stormwater runoff, construction equipment wash water, and dust control water to and degrade nearby surface water or groundwater. Substantial degradation of the quality of stormwater runoff during project construction would not occur if a Storm Water Pollution Prevention Plan (SWPPP) would be developed and implemented. The SWPPP shall include Best Management Practices (BMPs) designed to reduce potential impacts to surface water quality through the construction and operational life of the proposed project. Required elements of the SWPPP would include: construction stormwater management controls, construction erosion and sediment controls, and post-construction stormwater management controls.

Increase in stormwater runoff and alteration of the site drainage system after project construction could result in localized flooding, a potentially significant impact of the proposed project. Development of the project site, particularly in the vicinity of the area proposed for the new jail buildings, would result in an increase in the amount of impervious surfaces (buildings, paved roadways and parking lots) on the site. Undeveloped, vegetated lands generally have low runoff coefficients, meaning that they yield a relatively small portion of the total rainfall as stormwater runoff. The majority of the precipitation, particularly in smaller storms, infiltrates into the subsurface. Impervious surfaces yield nearly all rainfall as runoff. Increased runoff volume could affect the operations of the detention basin, causing increased localized flooding. The 54-inch culvert (fitted with a flow restrictor) at the northeastern corner of the site is a critical component of the site drainage system, providing the only drainage outlet from the site. Blockage of the culvert with woody debris and/or brush could cause increased backwater flooding. Substantial localized flooding would not occur after the proposed project has been constructed because all grading and drainage components of the proposed project would be designed and constructed in conformance with the San Francisco Plumbing Code, City of San Bruno standards, and San Mateo County standards. In addition, the project sponsor proposes to develop and implement a maintenance program for new drainage and culvert inlets.

Potential degradation of the quality of stormwater runoff from vehicle storage during project operation is a potentially significant impact of the proposed project. The increase in number of vehicles stored at the County Jail No. 3/7 Complex and the concentrated use and storage of vehicles around the new Vehicle Storage Area could result in an increase in leaks of fuel or lubricants and the settling of particles from exhaust emissions, potentially increasing the pollutant load of stormwater runoff transported to receiving waters. The Vehicle Storage Area will be designed to minimize potential impacts to surface water quality associated with drainage from the facility. The facility includes a centralized vehicle washdown area; drainage from the washdown area would be contained and pre-treated through an oil/water sump prior to discharge, and the sump would be lined with concrete to prevent drainage into the subsurface that could impact groundwater quality. Substantial degradation of the quality of stormwater runoff from vehicle storage and washing during project operation would not occur if mitigation measures were implemented. These mitigation measures include ensuring that all activities associated with vehicle be conducted under a roofed area or within the Vehicle Storage Area, cleaning spills using granulated absorbents and brooms; prohibiting washing work areas with water; and regularly removing accumulated sediment, oil, and grease from the sump.

HAZARDS

Potential exposure of construction workers to hazardous materials as a result of accidental release of these materials during operation and maintenance of construction equipment is a potentially significant impact of the proposed project. Diesel-powered construction equipment would be used to conduct grading, earthwork, and demolition activities on the project site during site development. Equipment fueling and maintenance would involve the use of fuels and may involve the use of degreasing agents and other hazardous materials. The transport, storage, and handling of hazardous materials during site development and project construction could result in an accidental release of these hazardous materials and exposure of construction workers involved in site development activities to these hazardous materials. Potential accidental release of hazardous materials during site development and project construction would pose a hazard to the health and safety of construction workers. Construction of the proposed project would not involve a substantial risk of accidental release of hazardous materials or expose people to hazardous materials if a mitigation measure were implemented. This mitigation measure involves preparing a Spill Prevention Plan for potentially hazardous materials to be used on the project site during site development activities.

Potential exposure of construction workers to hazardous materials in the subsurface soil or groundwater is a potentially significant impact of the proposed project. The subsurface soil or groundwater on the project site may have been contaminated from disposed pesticides, polychlorinated biphenyls released from transformers, hazardous materials in fill, hazardous materials in overflows from the sewage pump station and sewage treatment plant, and petroleum or aromatic hydrocarbons leaked from existing and former above-ground and underground storage tanks. The potential presence of these hazardous materials in areas of the site would pose a hazard to the health and safety of construction workers if these areas were disturbed during project construction.

Construction of the proposed project would not expose people to existing sources of hazardous materials in contaminated subsurface soil or groundwater or create a potential public health hazard if mitigation measures were implemented. These mitigation measures include conducting a preliminary soil analysis to determine whether hazardous materials have contaminated the soil in the fill areas and in those areas of the site potentially associated with current or past hazardous materials storage and use; removing existing underground and above-ground storage tanks prior to the start of earthwork activities on the site, and conducting a soil analysis in the area where the tanks were removed to detemine if the tanks have leaked and contaminated soil; using the results of the soil analyses to develop a Health and Safety Plan for construction workers; and, if contaminated soil is encountered or suspected during site development activities, conducting a soil analysis to determine soil management options and to develop a Health and Safety Plan for construction workers.

A potential public health hazard associated with potential rupture or damage of underground utilities during site development activities is a potentially significant impact of the proposed project. The proposed project includes upgrading and relocating underground utilities on the site, which would involve work around existing underground utility lines. Rupture or damage of underground utility lines could create a public health hazard including, but not limited to, an explosion, fire, loss of life, or other adverse health effects. The proposed project would not create a public health hazard as a result of rupture or damage of underground utility lines if mitigation measures were implemented. These mitigation measures include locating all underground utility lines on the project site prior to the start of earthwork activities.

The presence of asbestos and lead in the Jail No. 3 building, farming and horticultural buildings, and storage buildings could pose a hazard to the health and safety of construction workers involved in demolishing those structures and to the public in the area of the project site. Construction of the proposed project would not expose people to existing sources of asbestos or lead in these buildings or create a potential public health hazard because demolition of these structures would be conducted in accordance with local, state, and federal regulations pertaining to the demolition of structures where asbestos-containing or lead-containing building materials are present.

The existing emergency response or evacuation plans for the project site would be outdated after the proposed project is completed because they would not reflect the location and layout of the new jail buildings. The existence of outdated emergency plans for the site could result in an increase in response time to the site by emergency response personnel and in an increase in the time of evacuation by jail personnel and inmates. The proposed project would not interfere with an emergency response or evacuation plan for the project site if a mitigation measure were implemented. This mitigation measures involves updating the emergency response and evacuation plans for the project site in consultation with City of San Bruno agencies responsible for emergency police and fire protection services.

CULTURAL RESOURCES

A potentially significant impact to historic resources is identified from construction of the proposed project, and mitigation measures are identified to reduce the impact, but not to a less-than-significant level. A potentially significant impact to archaeological resources is identified, and mitigation measures are identified to reduce the impact to a less-than-significant level.

The County Jail No. 3 Replacement Project involves demolishing the existing Jail No. 3 building (potentially eligible for listing on the National Register of Historic Places) after the inmates are transferred to the new Housing Building. Loss of the Jail No. 3 building as a result of demolition would be considered a significant impact of the proposed project. Implementation of the mitigation measures listed below would reduce the impact, but not to a less-than-significant level.

After the inmates are transferred to the new Housing Building and prior to demolition of the Jail No. 3 building, the project sponsor shall retain the services of an historic preservation architect or architectural historian to document the Jail No. 3 building. The documentation report shall meet modified Level I documentation standards of the Historic American Building Survey and include the following information: 1) Drawings: copies of existing drawings of the Jail No. 3 building in the possession of the City of San Francisco or other depository; 2) Photographs: black and white photographs (35 mm film) of representative exterior and interior views of the Jail No. 3 building; film and print processing shall follow the Photographic Standards of the Historic American Building Survey; and 3) The History, Context, and Description subsections of the Cultural Resources Background Report as the basis for the Written Data section of the documentation report.

Presently undetected archaeological resources of demonstrated or potential significance may be encountered and could be disturbed, damaged, or lost during construction activities on the project site. Disturbance, damage, or loss of these resources during project construction would be a significant impact of the proposed project. Implementation of the mitigation measures listed below would reduce the impact to a less-than-significant level.

If undetected archaeological resources of demonstrated or potential significance are encountered during project construction, all earthmoving activity in the area of impact shall cease until the project sponsor retains the services of a qualified archaeological consultant. The archaeological consultant shall examine the archaeological resources encountered, assess their significance, and offer proposals for any procedures deemed appropriate to further investigate and/or mitigate adverse impacts to these archaeological resources.

CUMULATIVE IMPACTS

No cumulative impacts of significance are identified.

C. ALTERNATIVES TO THE PROPOSED PROJECT

A. NO PROJECT ALTERNATIVE

The No Project Alternative would not include construction of any new buildings or provide for any infrastructure repair. The project site would remain in its current condition. If the No Project Alternative were implemented, the deteriorated conditions of existing County Jail No. 3 and the infrastructure would continue to exist, and no visible differences at the site would occur.

The No Project Alternative would not result in changes to the existing land use or other physical conditions at the site; therefore, it would not result in any physical impacts on the site. The No Project Alternative would perpetuate existing site deficiencies, including the lack of adequate infrastructure for Jail No. 7 and the Learning Center. Staff and inmates at Jail No. 7 would continue to be subject to inadequate water pressure, electrical facilities, and sanitary sewer and heating systems. The existing seismic hazards at existing Jail No. 3 and the water storage tank would not be remedied. Localized flooding problems due to lack of drainage in and around Jail No. 3 would not be resolved.

Although required by CEQA for environmental analysis, a No Project Alternative would be counter to the United States District Court Order which requires immediate remedial actions to improve conditions at existing Jail No.3. If these remedial actions were not taken, the City and County of

San Francisco could be found in contempt of court. To meet the intent of the Court Order, the inmates would need to be relocated from the existing Jail No. 3 to another facility. However, since the City and County of San Francisco Jail System is overcrowded and there are no vacant cells available in the City facilities, it is unclear where the approximately 400 inmates who are currently located at Jail No. 3 would be transferred. The options of leasing temporary space outside the City and County of San Francisco or constructing temporary housing on the project site are not feasible alternatives.

B. REDUCED KITCHEN AND LAUNDRY FUNCTIONS ALTERNATIVE

The Reduced Kitchen and Laundry Functions Alternative would consist of a new jail for inmates and administrative facilities, the same as the proposed project, but without expanded kitchen and laundry functions. Kitchen and laundry functions would serve only the County Jail No. 3/7 Complex, not the entire City and County of San Francisco Jail System. The kitchen facility would be about half the space of that for the proposed project, or 13,500 square feet. The laundry facility would be the same square footage as under the proposed project. However, since the kitchen and laundry would be on the second floor of the Administrative/Services Building, no change would be made to the building footprint. The reduced laundry functions would be accomplished through a change in the number of hours worked in the facilities. For the Reduced Kitchen and Laundry Functions Alternative, staff would work shorter shifts in the kitchen and laundry during the week; weekend shifts would remain as under the proposed project.

Under the Reduced Kitchen and Laundry Functions Alternative, impacts to land use, visual quality, noise, public services, biological resources, geology, hydrology and water quality, hazards, and cultural resources would be the same as under the proposed project. Impacts to transportation, air quality, and utilities would be slightly less than under the proposed project. There would still be a significant, unmitigatable impact to historic resources due to the demolition of Jail No. 3.

C. HISTORIC RESOURCES PRESERVATION ALTERNATIVE

The Historic Resources Preservation Alternative was developed in response to the findings that the existing County Jail No. 3 building may be eligible for listing on the National Register of Historic Places; and that the proposed project may have a significant impact on the environment because it would result in a substantial adverse change in the significance of a potentially historic resource as a result of demolition of that resource.

The Historic Resources Preservation Alternative would involve retrofit and rehabilitation of the existing Jail No. 3 building for seismic safety purposes and use of the existing building for as many of the required jail functions as possible. The remaining functions, which the existing building could not accommodate, because of regulations set forth in the Correctional Code, Life Safety Code, or Americans with Disabilities Act would be accommodated in new Housing and Administrative/Services Buildings constructed on the project site in the location of the existing storage buildings south of existing Jail No. 3. In addition, a new building near County Jail No. 7 would be constructed to accommodate those functions for Jail No. 7, currently provided by existing Jail No. 3. While the footprint of the new Administrative/Services Building would be reduced under this alternative, the footprint and height of the new Housing Building would remain the same as under the proposed project. The existing one-lane interior roads on the site would be widened to accommodate two-way traffic between Jail No. 3 and Jail No. 7.

To implement this alternative, all Jail No. 3 staff and inmates would need to be temporarily relocated off the site before the start of construction. Retrofit and rehabilitation of the existing Jail No. 3 building would need to proceed simultaneously with construction of the new Housing and Administrative/Services Buildings, and would need to be completed before the inmates are transferred to the new Housing Building because the uses in the rehabilitated building would need to be available to staff and inmates.

Under the Historic Resources Preservation Alternative, impacts to air quality, utilities and public services, geology, and hydrology and water quality would be the same as under the proposed project because this alternative is similar to the project with respect to the staff and inmate populations to be served and the type, size, and footprint of jail buildings and facilities to be constructed on the project site. Impacts to land use, visual quality, transportation, noise, and hazards would be less-than-significant.

The Historic Resources Preservation Alternative would preserve the existing Jail No. 3 building, a potentially historic resource. Some of the interior and exterior features of the building may be modified to bring the building into compliance with applicable Code and other standards, and some of the building functions would be changed or eliminated. However, the structural rehabilitation of the building would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties, including the Guidelines for Treatment of Cultural Landscapes. The historic context of the siting of Jail No. 3 associated with the strong visual link between the jail and open space to the east of the building would be preserved. Therefore, the Historic Resources Preservation Alternative would not result in a substantial adverse change in the significance of an historic resource.

During retrofit and rehabilitation of Jail No. 3, the inmates who would be housed in Jail No. 3

would need to be housed in a leased facility. As discussed for the No Project Alternative, leasing cells in other cities or counties is not practical. This alternative would be less operationally efficient because it would fragment the new jail functions between two sets of buildings, result in modifying ideal spaces for certain jail functions to fit within the existing Jail No. 3 building, and require duplication of staffing.

D. OFF-SITE (SEVENTH AND BRYANT STREETS) ALTERNATIVE

The Off-Site Alternative would be located at one of six potential sites near the existing Hall of Justice building at Seventh and Bryant Streets in San Francisco. Table V-1 in Chapter V, Alternatives to the Proposed Project, describes the locations, current uses, zoning, and height and bulk districts at each site. Figure V-2 shows the sites.

The Off-Site Alternative would include housing, exercise areas, administrative spaces, kitchen and laundry facilities and a basement parking garage for 150 vehicles. Square footages of the Off-Site Alternative buildings would be the same as under the proposed project, with the addition of underground parking. The square footage of the parcel at each location, except Site 4, does not provide enough space to accommodate the same building layout as at the County Jail No. 3/7 Complex site. Additional building stories (up to ten stories) would be required at all of the Off-Site Alternative locations (except Site 4) to accommodate the necessary functions of the proposed jail replacement project. Site 4 could accommodate the two-story building with a one-level underground parking garage. Sites 1, 3A and 4A would require a two-level underground parking garage, and the remainder of the sites would require a one-level underground parking garage.

Currently Jail No. 3 contains the kitchen, laundry, dental, storage, maintenance shop, and heating facilities for Jail No. 7 and the Learning Center. A new one-story building near Jail No. 7 would be constructed to accommodate boiler and heating functions, inmate intake, visitor waiting, video conferencing, kitchen reheating facilities, and a secure sallyport for Jail No. 7. Jail No. 7 inmates would be transported to the Off-Site Alternative replacement Jail No. 3 for dental care. Portions of Jail No. 7 would be remodeled to provide isolation cells, which would reduce its capacity. The existing infrastructure on the project site would be upgraded to serve Jail No. 7 and the Learning Center. Seismic improvements would be made to the existing water storage tank, and the existing drainage problems in and around existing Jail No. 3 would be resolved. Jail No. 3 would be demolished to eliminate the hazards to users of the site from the deteriorating building.

Table S-1 summarizes the key impacts from implementation of the Off-Site Alternative at both the County Jail No.3/7 Complex and at each of the six potential sites for the Off-Site Alternative.

To implement the Off-Site Alternative, two to three years would be necessary to acquire the property and relocate existing residences and businesses; and an additional three to four years would be necessary to construct the jail replacement facility. Therefore, the Off-Site Alternative would take two to three more years to complete than would the proposed project, and it would not meet the time frame for construction of a Jail No. 3 replacement facility expected in response to the Order of the United States District Court of the Northern District of California.

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TABLE S-1: Summary of Impacts at County Jail No.3/7 Complex and Potential Sites for Off-Site Alternative

Environmental Impact Area	Impact at County Jail No.3/7 Complex	Impact at Off-Site Location
Land Use	None	Business, residence displacement
Visual Quality	Reduced	Unknown shadow, wind effects
Transportation	Reduced	Site specific impacts
Noise	Reduced	None
Air Quality	Reduced	Short-term PM_{10} emissions
Utilities/Public Services	Jail No. 7 infrastructure upgrade	None
Biological Resources	None	None
Geology	None	Site-specific geologic hazards
Hydrology and Water Quality	None	Sediment in storm drains
Hazards	Asbestos emissions during demolition	Subsurface hazardous waste
Cultural Resources	Loss of potentially historic resource	Damage or loss of archaeological resources

D. AREAS OF CONTROVERSY AND UNRESOLVED ISSUES

The proposed project would respond to ongoing controversy by replacing an out-moded, inadequate, and deteriorated facility for the incarceration of prisoners. While there may be different perspectives regarding the merits of incarceration and other social issues, the major area of controversy related to the physical effects of the jail replacement project involves continued use of the project site as a jail facility near residences in the City of San Bruno. Community concerns have been expressed regarding public safety, construction impacts, and land use conflicts associated with the proposed project. Other areas of controversy may arise as public hearings are held on the EIR.

This EIR does not identify any unresolved issues requiring additional analysis. However, it should be noted that the design of the jail replacement facility described in the EIR is schematic and may be refined through final design and engineering tasks. Any substantial changes to the schematic design of the jail replacement facility would need to be analyzed to determine whether the environmental impacts of those changes are adequately addressed in this EIR.

I. INTRODUCTION

A. PROJECT BACKGROUND

The City and County of San Francisco County Jail No.3 and No. 7 Complex is located on 158 acres of land owned by the City and County of San Francisco in unincorporated San Mateo County. The City of San Francisco has operated a jail facility on this property since 1933, when County Jail No. 3 was constructed. Jail No. 3 is the oldest continuously operating jail in California and no longer meets Department of Corrections standards. The factors that need to be addressed within the existing facility include: the state of deterioration of the physical building; staff inefficiencies relating to design; the incompatibility of the design with current program and service level requirements of a modern correctional institution; and the lack of seismic safety features for preventing collapse in the event of an earthquake. The issues relating to upgrading the existing facility have been reviewed and are discussed in Chapter V, Alternatives to the Proposed Project of this EIR. The unsafe conditions of Jail No. 3 have been the subject of a class action lawsuit and as of July 17, 1997, Judge William H. Orrick of the United States District Court for the Northern District of California ordered the City of San Francisco to present a remedial plan to correct the defects in Jail No. 3 before September 12, 1997[1]. The proposed County Jail No. 3 Replacement Project is the City's remedial plan.

In 1992 and 1994, general obligation bond measures to finance new jails failed before the voters of San Francisco. Consequently, the City is pursuing a Design-Build-Lease concept for the proposed jail facility. The concept would allow five Design-Build-Lease teams to bid a guaranteed maximum price to complete a jail facility according to the specifications put forth by the City and Sheriff's Department in the Design Criteria Package. One finalist in the Design-Build-Lease bidding will be chosen by the City to provide final plans, construct and finance the new facility, at a guaranteed maximum price. Design of the facility may proceed concurrently with construction. Therefore, while construction is in progress, the facility design may be refined. The final design that would be constructed will retain key elements of the proposed project contained in the Design Criteria Package. The City would then lease the new jail facility from the Design-Build-Lease team after the project has been completed.

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[1] United States District Court, Northern District of California, Order No. C-91-3453, Opinion and Order, Judge William H. Orrick, July 17, 1997.

Prior to initiation of this Environmental Impact Report (EIR), several background studies were completed, and the information in the background studies was used to prepare this EIR. These background studies are part of the case file and are available for public review at the Planning Department at 1660 Mission Street in San Francisco. The studies include:

- Design Criteria Package, Beverly Prior Architects, March 1998.
- Site and Utilities Report, Kennedy/Jenks Consultants, January 1988.
- Biological Resources Assessment, Environmental Collaborative, August 1997.
- Historical Resources Background Report, Carey and Company, October 1997
- Archeological Background Report, Archeo-Tec, October 1997.

B. CEQA ENVIRONMENTAL REVIEW PROCESS

The California Environmental Quality Act (CEQA) applies to actions undertaken by a public agency. Under the San Francisco Administrative Code, Chapter 31, the Major Environmental Analysis (MEA) section of the Planning Department is responsible for implementing CEQA review of all City and County of San Francisco projects. MEA is the Lead Agency for this EIR and the project sponsor is the City and County of San Francisco Sheriff's Department. The Department of Public Works is the project manager.

On the basis of an Initial Study (see Appendix A) prepared by the Planning Department, MEA has determined that an Environmental Impact Report (EIR) must be prepared for the proposed project prior to any final decision regarding whether or not to approve the proposed project. The Initial Study describes the proposed project and its potential environmental impacts. The EIR will focus on analyzing the effects of the proposed project identified as potentially significant per the Initial Study. The environmental effects described as not significant in the Initial Study have been focused out of the EIR. This EIR has been prepared under the direction of MEA.

The EIR is a public informational document for use by responsible government agencies and the public to identify and evaluate the potential physical environmental consequences of the proposed project, to present mitigation measures to reduce or avoid potential environmental impacts, and to examine feasible alternatives to the proposed project. Preparation of an EIR does not indicate a decision by the City to approve or disapprove a project. However, prior to making any such decision, the decision makers must review and consider the information in the EIR.

The public will have an opportunity to comment and provide input on the proposed project through periodic meetings held by the project sponsor, the City and County of San Francisco Sheriff's Department. The meetings will be held until the Design Criteria Package is completed, estimated to be March 1998. During preparation of the EIR, the public may comment on the Draft EIR and comments will be addressed in the Comments and Responses phase of the EIR, prior to certification of the Final EIR in July 1998.

Following two public hearings on this Draft EIR (one in the City and County of San Francisco and one in the County of San Mateo), responses to written and oral comments will be prepared in a Draft Summary of Comments and Responses. The Draft EIR will be revised as appropriate to become the Final EIR, which will be presented to the San Francisco Planning Commission for certification as to its accuracy, objectivity and completeness. No project approvals or permits may be issued before the Final EIR is certified. If the EIR is certified as complete, the proposed project may proceed forward for final design and construction.

In 1989, the California legislature passed the "Mitigation Monitoring Bill" (Public Resources Code Section 21081.6) that requires the public agency approving a project which was subject to CEQA to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program is required to be designed to ensure compliance during project implementation. The City and County of San Francisco would implement a Mitigation Monitoring program through the Bureau of Construction Management of the Department of Public Works for the duration of the proposed project.

C. EIR APPROACH AND ORGANIZATION

This EIR is organized into six chapters, plus a Summary and Appendices. This Introduction Chapter is followed by a Project Description Chapter (Chapter II). Chapter II summarizes the proposed project, the project objectives, approvals, schedule and estimated cost.

Chapter III describes the Environmental Setting, Impacts, and Mitigation Measures for the proposed project. The discussion for each environmental topic follows the order of topics in the Initial Study. Within each environmental topic, the existing setting, or current conditions are described; the impacts of the proposed project are analyzed and described; and the mitigation measures to reduce the impacts to the environment are defined.

Chapter IV addresses other topics required by CEQA guidelines, including potentially significant effects that cannot be mitigated to a less-than-significant level and significant irreversible environmental changes.

Chapter V addresses alternatives to the project, including the No Project, Reduced Kitchen and Laundry Functions (no expansion of the kitchen or laundry functions), and Resource Preservation (retrofitting the existing Jail No. 3 building to preserve its historic architectural features and constructing an additional building) Alternatives, and an Off-Site Alternative. A discussion of alternatives considered, but rejected, is also included in this chapter.

Chapter VI includes the EIR distribution list, and Chapter VII includes the persons consulted during the preparation of this EIR and the EIR preparers.

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

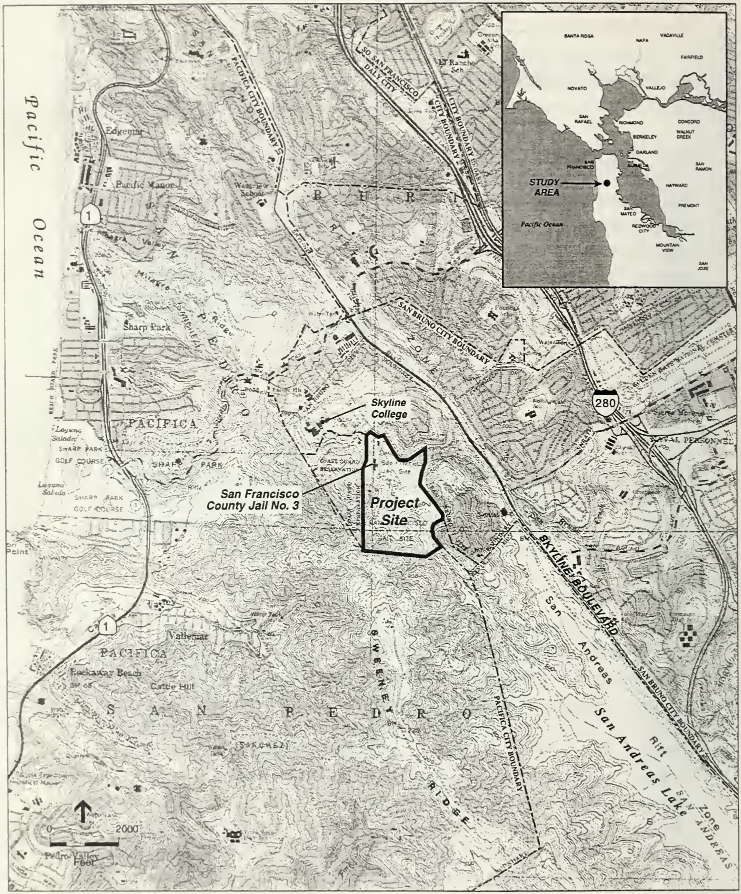
The County Jail No. 3/7 Complex is the proposed project site. It is located on 158 acres of land owned by the City and County of San Francisco in unincorporated San Mateo County, and is identified as Assessor's Parcel Number 017-530-010. The site is adjacent to the City of San Bruno to the east, Sweeney Ridge Trail and the City of Pacifica to the west, Skyline College to the north, and Crystal Springs Reservoir to the south (part of a City and County of San Francisco watershed area). Figure 1 shows the regional location of the site. The site is largely open space, and supports about 10 acres of wetlands as well as several vegetation communities and wildlife habitat.

EXISTING COMPLEX

The existing County Jail No. 3/7 Complex includes Jail No. 3, Jail No. 7, and the Learning Center; a practice pistol and rifle shooting range; storage buildings; buildings associated with farming and horticultural activities; a water storage tank; natural gas, electrical and telephone utilities; and parking areas and access roads. This site has been the location for the San Francisco County Jail since 1932. Figure 2 shows the existing jail complex.

County Jail No. 3

County Jail No. 3 is located west of Moreland Drive, in the northwest part of the site. It is one of the original buildings in the complex. It is a 107,000 square foot building, seven stories high, containing 464 cells and two 45-bed dormitories for housing male prisoners. The facility includes an exercise area, kitchen, laundry, medical/dental clinic and administrative offices. Each cell is about 41 square feet in area. The exercise areas are west of the building, and include security fencing, gun towers, lighting, and communications facilities. The kitchen, laundry, and dental facilities located in Jail No. 3 provide services for the entire County Jail No. 3/7 Complex. The Jail No. 3 administrative operations include an area for inmate intake and dress-in (jail clothing and bedding exchange); a public lobby; visiting areas for attorneys and the public; staff offices, locker rooms, and dining room; rooms for dedicated communications (in-house telephone and intercom systems); fire and life safety equipment; classrooms; a print shop; and a chapel. The existing County Jail No. 3 also includes mechanical and electrical spaces for heating,



Source: USGS, 1980, *San Francisco South, California*, 7.5 minute topographic quadrangle, scale 1" = 2,000'
USGS, 1993, *Montara Mountain, California*, 7.5 minute topographic quadrangle, scale 1" = 2,000'

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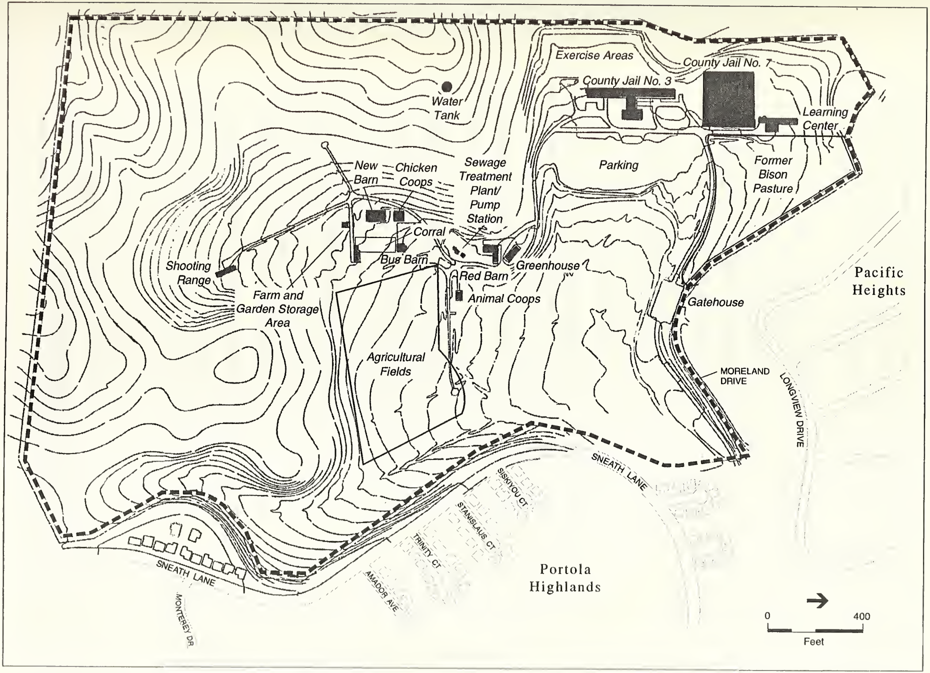
FIGURE 1
Project Location



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SOURCE: San Francisco Sheriff's Department

FIGURE 2

Existing County Jail No. 3/7 Complex Facilities ventilation, air conditioning, and elevator equipment rooms and storage and maintenance rooms. The boiler plant, electrical service and central telephone service are located in Jail No. 3, and serve the entire jail complex. Currently Jail No. 3 is staffed by 104 deputy sheriffs over three shifts.[1]

County Jail No. 7 and Learning Center

County Jail No. 7, constructed in 1988, is located north of Jail No. 3. It contains 300 beds for housing male prisoners. The Learning Center was originally the Women's Jail constructed in 1932. It is currently being remodeled to provide seismic upgrades; fire alarm, heating, and security improvements; and space for inmate educational and counseling programs and administration offices. Remodeling of the Learning Center was completed in February 1998.[2]

Shooting Range

The shooting range is located in the southern portion of the site. It is currently used to train and qualify Sheriff's Department personnel in the use of firearms. The shooting range includes secure storage for weapons and ammunition, targets, firearm cleaning and repair equipment, and classroom and administrative spaces. It also includes a firearms discharge area, consisting of 24 firing lanes with target rotation mechanisms and a rifle firing area, south of the storage buildings in the southern portion of the site. Rifle training is conducted at the shooting range due to the large size of the Jail No. 3 exercise area and the distance over which firearms accuracy is required. City and County of San Francisco law enforcement personnel use the shooting range for gas training (tear gas and mace) about four to five times per year.

Relocation of the shooting range is not part of the proposed project. However, the Sheriff's Department is independently in the process of decommissioning the shooting range. In January 1998, relocation of the hand gun training to a site at the San Francisco International Airport will begin, and the relocation should be completed by spring 1998.[3] As there are no rifle training facilities at the Airport or at the Lake Merced shooting range, rifle training will continue to be conducted at the County Jail No. 3/7 Complex shooting range. Rifle silencers have been ordered and will be used as soon as they are available. If the proposed project is implemented, the use of rifles may not be necessary due to the smaller exercise yards. Due to a lack of other locations, gas training will continue to occur four to five times per year at the shooting range.

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[1] Personal communication with Lt. Mike Lavigne, Sheriff's Department, November 4, 1997.

[2] Personal communication with Dan Santizo, Sheriff's Department, February 6, 1998.

[3] Memo from Lt. Michael LaVigne, San Francisco Sheriff's Department to Frank Filice, Department of Public Works, December 11, 1997

Storage Buildings

Three storage buildings are located on the site. One storage building, formerly the Chicken Coops, is used to store inmate records, materials and supplies, and small equipment. The New Barn is used to store paint, motor oil and miscellaneous supplies. The Bus Barn is used to store two buses. All buildings are north of the shooting range in the center of the project site. Figure 2 shows the locations of the storage buildings.

Farming and Horticultural Buildings

The farming and horticultural buildings are located southeast of Jail No. 3 and north of the storage buildings, in the center of the project site. They include the Red Barn constructed in 1932 that is used for horticultural classes and to maintain and store farm equipment; Greenhouse; the Farm and Garden Storage Area building used to store equipment; and two abandoned buildings and paddocks previously used for housing and caring for large farm animals, including the Animal Coops, Chicken Coops, and Corrals. Figure 2 shows the locations of the farming and horticultural buildings.

The County Jail No. 3/7 Complex has an active, hands-on farming and horticultural program for inmates. Agricultural fields lie east of the farming and horticultural buildings. Vegetables are grown organically on the agricultural fields, and are sold to local restaurants and donated to non-profit organizations. A former bison pasture lies north of the staff parking lots located east of existing Jail No. 3. Bison at Golden Gate Park that were in ill health were moved to the County Jail No. 3/7 Complex in the 1980s. The bison were sold to a wildlife farm in Oregon in 1996.

Utilities

The project site contains the water, sanitary sewer, natural gas, electrical, and telephone systems as described below:

- **Water Supply System:** The primary source of water to the site is from the Harry Tracy Water Treatment Plant about 2.5 miles south of the site. The water is pumped north to the site and enters the site in an underground pipeline at the southern site boundary. From the site boundary, it flows west to a connection with the 250,000-gallon water storage tank. From the tank, a water line runs north to a manifold located just south of Jail No. 3; from the manifold, lines branch to the southern end of Jail No. 3 and to the eastern sides of Jails

No. 3, No. 7 and the Learning Center; these lines branch to provide water to seven fire hydrants around County Jails No. 3 and No. 7.

Occasionally, an emergency source of water is necessary to supply the jail facilities with water. A temporary connection to the tank from a connection point at the intersection of Monterey Drive and Lake Drive in San Bruno is made with fire hoses.

The water storage tank, south of Jail No. 3 in the center of the western portion of the project site, provides water supply and pressure for daily peak demands and fire fighting for the entire County Jail No. 3/7 Complex in San Mateo and the Sharp Park Golf Course (owned and operated by the San Francisco Recreation and Park Department) in Pacifica, and is used as an emergency water source for Skyline College. It has a capacity of about 250,000 gallons.

- **Sanitary Sewer System:** Sanitary sewage flows by gravity from Jails No. 3, No. 7 and the Learning Center to an on-site sewage pump station. From the pump station, two 6-inch force mains run east and then north along the eastern edge of the property. The force mains connect to a gravity feed main line to the north of the site at Susan Drive and Summit Road. The sewage from the jail is treated at the Daly City Sewage Treatment Plant.

- **Natural Gas System:** A PG&E natural gas line enters the eastern side of the project site, runs west in a utility easement along the fields near the farming and horticultural buildings, then turns north and runs in the utility easement along the portion of the main access road just east of Jails No. 3 and No. 7.

- **Electricity and Telephone Systems:** Electricity and telephone lines are run on utility poles in the same utility easement as the natural gas line; the electrical line runs to a main transformer located west of Jail No. 3; the telephone line runs to a main terminal board in Jail No. 3. The main terminal board serves Jails No. 3 and No. 7 and the Learning Center.

Parking Areas

The County Jail No. 3/7 Complex contains four parking lots - three lots for staff and one lot for visitors. Two staff parking lots are located east of County Jail No. 3, flanking the main access road as it turns southeast toward the farming and horticultural buildings. The lot to the west of the road is paved and the lot to the east is unpaved. A third unpaved staff parking lot is located west of the Learning Center. A paved visitor parking lot is located to the east of the entrance gate. The visitor parking lot is outside of the entrance gate, but located on jail property.

Roads

A single-lane main access road connects with Moreland Drive near the northeastern boundary of the property line, intersects with the guard station, heads west to the general area of existing County Jails No. 3, No. 7 and the Learning Center, south along the eastern side of Jail No. 3, southeast to the farming and horticultural buildings, and then southeast to the storage buildings and shooting range. An emergency access road from the Learning Center heads north to a maintenance road on Skyline College property. The main access road is paved from Moreland Drive to the farming and horticultural buildings, and the emergency access road is unpaved.

B. PROJECT OBJECTIVES

The main objective of the proposed County Jail No. 3 Replacement Project is to comply with the order of the United States District Court for the Northern District of California (No. C-91-3453-WHO) directing the City of San Francisco to submit a plan to remedy the deficiencies in Jail No. 3.

The federal court found many conditions at the existing Jail No. 3 unacceptable and issued an order for the City of San Francisco to submit a remedial plan to correct the deficiencies. The deficiencies found by the Court included fire safety, seismic safety, water supply and sanitary sewage plumbing, noise, lighting, potential recurrence of overcrowding, and lack of opportunity to engage in religious services.

The federal court order specifically referred to deficiencies in the jail facility such as the 41-square foot cells, the available day room space on the tiers, and the length of time inmates must spend in the cells due to insufficient correctional personnel to supervise recreation time. All of these conditions are considered unacceptable by modern day correctional standards. The physical design and space of the jail is considered to be inadequate and to contribute to the rate of violence within the jail. The long lengths of the tiers and the many sight obstructions inhibit staff supervision and surveillance, subjecting the inmates to unsafe conditions. The overcrowding of two inmates per cell and the disrepair of plumbing facilities were considered to have a negative effect on the health and safety of the inmates.[4] Replacement and redesign of the jail facility is necessary to meet the court order.

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[4] United States District Court, Northern District of California, Order No. C-91-3453, Opinion and Order, Judge William H. Orrick, July 17, 1997.

Other objectives of the project sponsor include:

- to replace the housing and administrative functions in County Jail No. 3 on the site of the existing County Jail No. 3/7 Complex.
- to house a prison population that fluctuates from 750 to 768 prisoners in humane conditions meeting all current federal standards for cell size, recreational space and modern jail design criteria.

  To address the potential recurrence of overcrowding, the proposed Jail No. 3 replacement facility would contain 384 cells, for a maximum inmate population of 768. The existing Jail No. 3 has 464 cells and two 45-bed dormitories and can accommodate a maximum of 554 inmates. Jail No. 3 has historically accommodated a maximum of about 800 inmates and an average of about 750 inmates between 1987 and 1997[5]. The population of Jail No. 3 was reduced to about 400 inmates in 1997 due to concerns regarding the state of building deterioration, functional inefficiencies, and the class action lawsuit. While at the higher occupancy, 30 percent of the cells were double occupancy. This condition led to unsafe conditions and increased violence between inmates. The historic average population in Jail No. 3 (750 inmates) is similar to the potential future population or rated capacity (768 inmates) of the proposed replacement jail. The inmate population of Jail No. 3 has tended to fluctuate over the years, due to crime and incarceration rates, scheduling of court cases, as well as physical constraints (jail capacity and building conditions). Jail No. 3 houses a relatively large pre-trial population of inmates, and the efficiency of processing inmates for trial also affects the inmate population. It is expected that the population of the Jail No. 3 replacement facility would fluctuate similarly.

  The federal and state Boards of Corrections mandate correctional institutional codes. To accommodate lease financing issues, the cells would be designed to federal standards. The day room and recreation areas would be designed to state standards. The minimum cell size would be at least 80 square feet, day room size would be at least 35 square feet per inmate, and recreation area space would be at least 15 square feet per inmate.[6]

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[5] Interoffice Correspondence from San Francisco Sheriff's Department to San Francisco Public Works Department, August 14, 1997.

[6] Interoffice Memo from Frank Filice, Department of Public Works, to Lisa Posternak and Hillary Gitelman, Office of Environmental Review, August 13, 1997.

- to prevent the possible loss of life and harm to inmates housed in Jail No. 3 due to a seismic event.

  Construction of the jail replacement facility would improve existing seismic hazards at the project site. A summary of seismic evaluations[7] of the existing Jail No. 3 building in 1988 and 1993 indicated that the structure (built in 1932) poses a serious life safety hazard during a strong earthquake and is in need of seismic rehabilitation. Specifically, the lateral load-resisting system of the building is not sufficiently strong or rigid to accommodate expected seismic shaking. The Jail No. 3 replacement facility would be constructed according to the most current seismic building codes.

- to carry out the proposed jail replacement project within the time frame proposed to the federal court in the remedial plan submitted to the court in September 1997 as required by the court order.

  The remedial plan provides for construction of the jail replacement facility to commence in October 1998 and to be completed by October 2002.

- to maintain the consolidated kitchen and laundry functions of the City and County of San Francisco Jail System on one site for efficiency of staffing and operations.

- to maintain the existing administrative, kitchen, laundry and heating operations in Jail No. 3 for Jail No. 3 and Jail No. 7 during construction of the jail replacement project.

- to continue to use Jail No. 3 for housing inmates until the jail replacement facility is constructed.

- to centralize the kitchen and laundry operations in Jail No. 3 to serve the entire City and County of San Francisco Jail System.

  Currently, the kitchen and laundry facilities in Jail No. 3 serve Jail No. 3, Jail No. 7, and the Learning Center. In order to increase efficiencies in staffing and operations, the proposed project includes centralizing all kitchen and laundry operations for the City and County of San Francisco Jail System by expanding the kitchen and laundry facilities at the County Jail No. 3/7 Complex. Expansion of the kitchen and laundry facilities would be more a function of hours of use than of facility size. Meals and laundry would be hauled by truck to the Hall of Justice in San Francisco.

- to upgrade existing water supply, sanitary sewer, and electrical systems that serve Jail No. 3, Jail No. 7, and the Learning Center.

- to provide for secured parking for four inmate buses near the inmate housing; and to formalize and upgrade parking areas and roads of the County Jail No. 3/7 Complex.

  The existing Bus Barn is in a state of disrepair and only has capacity for two of the four buses used to transport inmates. It is not secured or near the inmate housing. Some of the existing staff parking areas are not defined or paved. The proposed project includes construction of a Vehicle Storage Area that would accommodate four buses and other vehicles; and construction of one centralized staff parking area and separate visitor parking areas for Jail No. 3 and Jail No. 7.

- to provide inmates with services such as a law library and visiting room space.

- to upgrade security by using the most modern and technologically feasible security measures.

- to redesign the security fencing around the County Jail No. 3/7 Complex to enhance security and safety.

- to satisfy all federal and state disability standards for inmates, Sheriff's Department personnel, and visitors.

- to economically construct a modern jail facility with minimal impact to the City's general fund obligations.

C. PROPOSED PROJECT

The proposed project would include construction of a new jail facility to replace the existing Jail No. 3, construction of a new vehicle storage building, improvements to the water supply system to provide seven days of emergency water supply in the event of a major earthquake, improvements

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[7] OLMM Structural Design, Review of Report on Seismic Assessment and Upgrade Recommendations for San Francisco County Jail #3 dated June 25, 1993 prepared by SOH & Associates/K.N. Tuan & Associates, letter report prepared for City and County San Francisco Bureau of Architecture, 4 p., 1997.

to the sanitary sewer system and electrical system, and improvements to the interior roads and parking areas. Demolition of the existing Jail No. 3 after the new jail facility is constructed would also be completed as part of the proposed project.

The existing vehicle storage building on the site, the Bus Barn, can only physically accommodate two of the four inmate buses and is not structurally sound. The existing vehicle storage is not secured and is physically remote from the inmate loading areas. The current sanitary sewer and electrical infrastructure at the County Jail No. 3/7 Complex is deteriorated and is under court order to be improved.

Construction of the proposed County Jail No. 3 Replacement Project would proceed in three phases: Phase 1 would include construction of the new Jail No. 3; Phase 2 would incorporate the transfer of inmates and operations from the existing facility to the new facility; and Phase 3 would include the demolition of the existing Jail No. 3. As Jail No. 3 currently provides administrative, kitchen, laundry, dental clinic and heating functions for the entire County Jail No. 3/7 Complex, the project objectives include continuation of these services to Jail No. 3 and Jail No. 7 during construction of the new Jail No. 3. This project phasing is also necessary due to the extremely overcrowded conditions within the City and County of San Francisco Jail System. If the existing Jail No. 3 were to be demolished before the new facility was completed, there would be no available housing for the current inmate population of Jail No. 3 within the City and County system, since the system is at capacity; and the administrative, kitchen, laundry, dental clinic, and heating services for Jail No. 7 would need to be provided through construction of temporary facilities at the project site.[8] Construction of the new Jail No. 3, including the demolition of the existing Jail No. 3, is proposed to begin in October 1998 and be completed in about three to four years.

Based on the Historical Survey Report (described in the Cultural Resources section of Chapter III), it is not clear at the time of preparation of this EIR whether existing Jail No. 3 would be included on the National Register of Historic Places. Listing on the National Register of Historic Places does not preclude demolition of the building. Additionally, the existing Jail No. 3 would continue to be used during construction of the replacement Jail No. 3 building. Therefore, the Jail No. 3 replacement building must be situated between the existing building areas and the sensitive habitats to accommodate the project program and minimize potential environmental impacts.

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[8] Personal communication with Lt. Mike La Vigne, January 8, 1998.

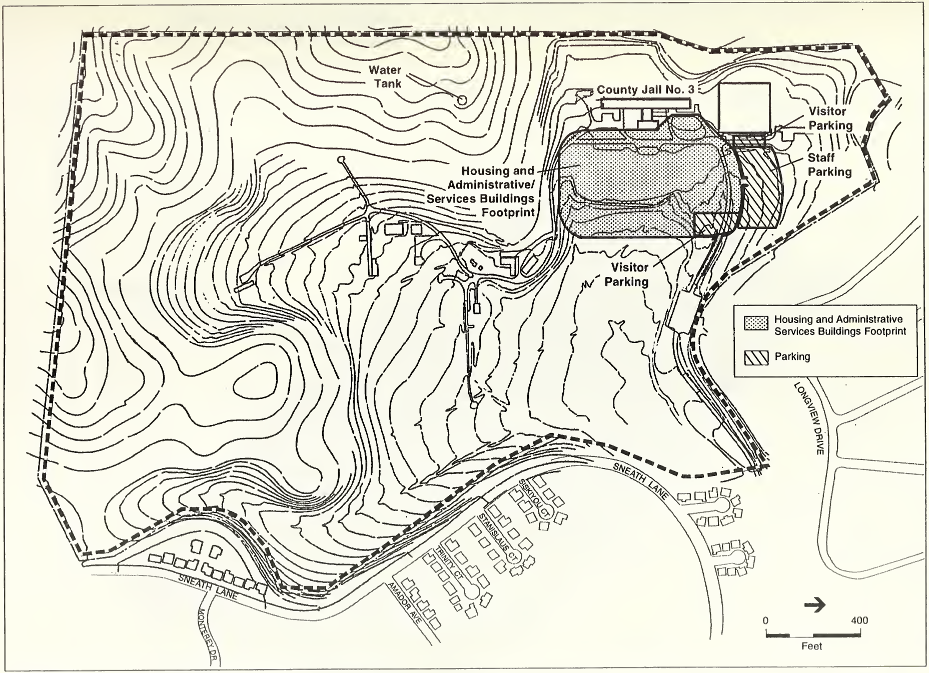
The proposed project differs from the project design presented in the Initial Study published on September 16, 1997 because design changes suggested at public meetings were incorporated into the proposed project, and other design changes were deemed necessary after further consultation with regulatory agencies and project design consultants. The project design was changed for the following reasons: 1) due to neighborhood concerns, the exercise areas were incorporated inside the Housing Building; 2) placing the exercise areas inside the building created a larger program space below these areas, and other required jail functions were designed to occupy this space; 3) the required area for the medical clinic was expanded based on further consultation with the San Francisco Department of Public Health; 4) the size of the cells was increased to meet federal standards rather than state standards; and 5) the required area for the kitchen, bakery, and laundry functions was expanded based on further consultation with the food service and laundry consultant.

COUNTY JAIL NO. 3 REPLACEMENT PROJECT FACILITIES

The proposed County Jail No. 3 Replacement Project facilities include a Housing Building, an Administrative/ Services Building, Vehicle Storage Area, three parking lots, upgraded roads, new electrical service and emergency generator, and water and sanitary sewer infrastructure improvements. Figure 3 shows the location of the proposed facilities at the site. Figure 4 shows the massing of the proposed Housing and Administrative/Services Buildings.

The Housing and Administrative/Services Buildings would have a larger footprint than the existing Jail No. 3 building footprint. This increase in building footprint is due to several factors: the height of the new buildings would be less than the old building, and thus have more horizontal spreading to accommodate the same functions; the California State Board of Corrections standards for cell sizes, medical space and day use space per inmate are larger than when the jail was originally designed in 1932; and recreational areas would be inside instead of outside the replacement Housing Building. The replacement Administrative/Services Building would contain kitchen and laundry facilities to serve the entire City and County of San Francisco Jail System. The new kitchen facilities would prepare daily meals and quick-chilled meals for future use for the larger inmate population of the entire City and County of San Francisco Jail System. Table 1 shows the floor area and footprint area of the existing and proposed County Jail No. 3/7 Complex facilities. Table 2 shows the capacities and inmate populations of the existing and proposed housing building of the County Jail No. 3/7 Complex.

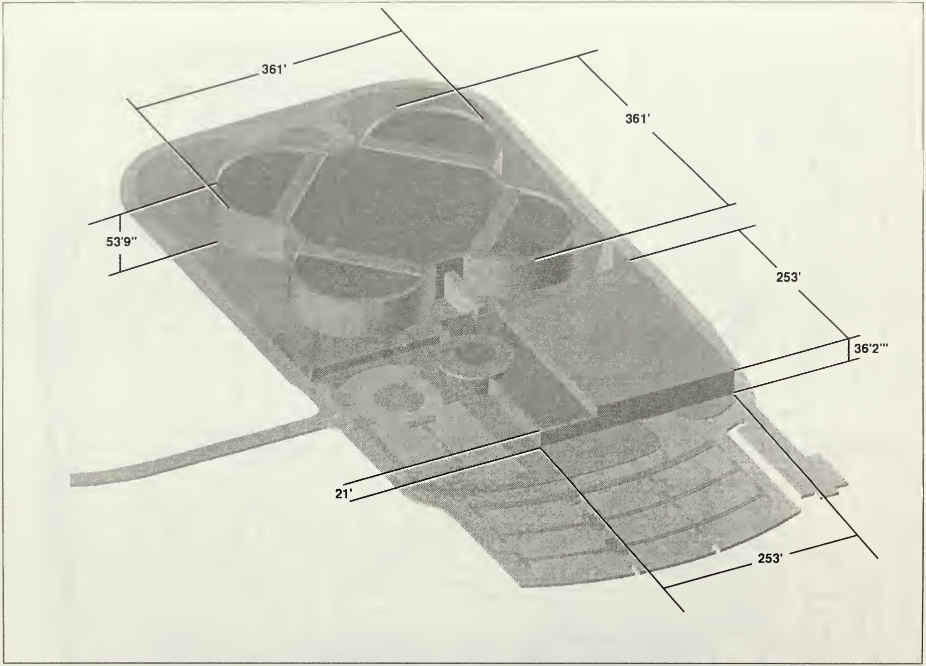
The security measures for the proposed replacement building would include a double fence around the perimeter of the buildings, which would connect to the existing fence surrounding



97.368E: County Jail No. 3 Replacement Project

FIGURE 3

Proposed Project Facilities



Source: Duffey Company; Public Affairs Management

97.368E: County Jail No. 3 Replacement Project

FIGURE 4

Massing of Proposed Housing and Administration/Services Building

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TABLE 1: Height, Floor Area and Footprint of Existing and Proposed County Jail No. 3/7 Complex Facilities

Height (Stories)		
Component	**Existing**	**Proposed**
Housing	seven (includes Administrative/Services)	four
Administrative/Services	seven (includes Housing)	three
Vehicle Storage	one	one

	Gross Floor Area (Square Feet)			**Footprint (Square Feet)**		
Component	**Existing**	**Proposed**	**Net Change**	**Existing**	**Proposed**	**Net Change**
Structures						
Housing	93,040	336,000	+242,960	23,910	110,000	+86,090
Administrative/Services	14,300	106,000	+91,700	3,660	45,000	+41,340
Vehicle Storage	10,300	7,000	-3,300	10,300	7,000	-3,300
SUBTOTAL	***117,640***	***449,000***	***+331,360***	***37,870***	***162,000***	***+124,130***
Other						
Parking Areas	124,600	111,000	-13,600	124,600	111,000	-13,600
Exercise Area	85,000	40,000[1]	-45,000[2]	85,000	--[1]	-85,000
TOTAL	***327,240***	***560,000[1]***	***+272,760***	***247,470***	***273,000***	***+25,530***

NOTE: It is assumed that each of eight housing pods has an associated 5,000 square feet of exercise area associated with it.

[1] The exercise areas will be combined with the inmate housing on the second floor of the building.

[2] Net change in exercise area incorporated into Housing Building.

Source: San Francisco Department of Public Works, Summary of Footprint Square Footages, November 11, 1997; San Francisco Jail No. 3 Replacement Project - Program and Design Criteria, Volume 2, San Francisco Planning Department Initial Study, County Jail No. 3 Replacement Project Initial Study, September 26, 1997.

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TABLE 2: Building Capacities and Inmate Populations of Existing and Proposed County Jail No. 3/7 Complex Facilities

Facility	**Number of Cells/Beds**	**Rated Capacity [1]**	**Maximum Inmate Population [2]**
Existing Jail No. 7	Six 45-bed dormitories	300	350
Existing Jail No. 3	464 cells & two 45-bed dormitories	554	750
Proposed Jail No. 3	384 cells	768	768
Existing Jail No. 3/7 Complex		***854***	***1,100***
Proposed Jail No. 3/7 Complex		***1,068***	***1,118***
Net Change		***+214***	***+18***

[1] The rated capacity for existing County Jail No. 3 was determined in the 1950's about 20 years after initial operation of the facility. Rated capacity is based on the number of inmates that could be housed at each facility.

[2] The maximum inmate populations for existing County Jails Nos. 3 and 7 are based on the average inmate population in the past, which is greater than the rated capacity. The maximum inmate population for the future is based on the rated capacity, but the actual occupancy will fluctuate depending on crime and incarceration rates and efficiency of processing inmates for trial.

Source: City and County of San Francisco Planning Department, Initial Study, County Jail No. 3 Replacement Project, September 26, 1997.

County Jail No. 7. The double fence would be separated by a 20-foot area of restricted security buffer zone (no-man's land). Electronic security measures would be included on the fencing. The existing fence on the property line would remain and continue to be repaired as needed.

Administrative/Services Building

The proposed Administrative/Services Building would be located southeast of Jail No. 7. It would have a footprint of about 45,000 square feet and a gross floor area of about 106,000 square feet that includes about 58,000 square feet on the first floor and about 48,000 square feet on the second floor. The building would be split level, about 20 feet high at the first level parapet, and about 35 feet high at the upper level parapet. The mechanical equipment would be screened on the lower roof. The building would be connected to the Housing Building by a hallway connector structure that would contain four elevators in a tower about 65 feet high.[9]

The proposed Administrative/Services Building would contain the facilities and operations listed below. Some of these facilities and operations would serve the entire City and County of San Francisco Jail System. The first floor of the Administrative/Services Building would contain:

- *Lobby:* the entry point for all staff and visitors, to include a waiting space for visitors, deputy reception area, security screening device for visitors, and computerized inmate database system
- *Communications Room*: the central room for all communications and database systems, with power on the emergency generator
- *Central Control Area*: controls for all electronic security systems in the building, Housing Building and exercise areas, and vehicle access areas
- *Attorney Visiting Area*: two non-contact booths and two contact visiting rooms
- *Administrative Offices and Support Area*: administrative offices, multipurpose rooms, and conference rooms
- *Staff Exercise and Locker Rooms*

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[9] Personal communication, Beverly Prior, Beverly Prior Architects, November 6, 1997.

- *Warehouse*: loading dock; staging area for incoming materials; general pallet storage for dry goods, office supplies, and fork lifts; food, laundry, and janitorial supplies storage area; and office and support area
- *Maintenance Area*: various repair shops and offices for the Buildings and Grounds Superintendent and engineering staff

The second floor of the Administrative/Services Building would contain:

- *Kitchen*: to prepare daily meals and quick-chilled meals for future use by the inmate population of the entire City and County of San Francisco Jail System; to include an office with visibility to areas of inmate activity and a separate dining area for staff
- *Bakery*: to prepare food for the entire City and County of San Francisco Jail System
- *Laundry*: to serve the inmate population of the entire City and County of San Francisco Jail System, including an office with visibility to areas of inmate activity and an inmate break area
- *Central Heating*: to serve the entire County Jail No. 3/7 Complex; including a boiler, generator and transformer

Inmates and staff would work in the food service area (kitchen and bakery) five days per week over one shift per day to complete the cooking and chilling processes. Personnel would include between 12 and 14 people, including a food service director and assistant, dietitian, bakery manager, transport and administrative procurement clerk, and six cooking supervisors. The number of inmates would vary between 20 and 40 inmates. To reheat the previously prepared food on Saturday and Sunday, an additional staff of three to four people would be required to supervise 10 inmates.[10]

Housing Building

The proposed Housing Building would be located east of the existing Jail No. 3 and south of the new Administrative/Services Building. It would have a footprint of about 110,000 square feet and a gross floor area of about 336,000 square feet over four stories. The building would have a total of 384 cells that could accommodate a maximum of 768 inmates. Each cell would be 80 square feet, per federal standards, and accommodate a maximum of two inmates. Each cell would include a bunk bed, toilet and sink.

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[10] Memorandum from Beverly Prior, Beverly Prior Associates, November 5, 1997.

The Housing Building would consist of four pods (modular housing units), each with 24 cells, stacked in four levels. Each floor would house 96 cells. Each pod would be laid out in a semi-circle of 180 degrees for maximum visibility by deputy sheriffs.

The first floor of the Housing Building would contain multi-purpose space for educational and religious programs, non-contact visiting areas, housekeeping facilities, day room and linen exchange area. The day room would include a deputy station and a pantry. Inmates would eat and conduct indoor activities in the day room.

The first floor of the proposed Housing Building would also include:

- *Intake Area:* a vehicular sallyport (area for loading and unloading inmates), twelve temporary holding cells, and central inmate processing area designed to handle about 120 - 130 inmates
- *Medical / Dental Bays:* four safety cells (padded cells for confining and observing inmates considered to be a danger to themselves or others), four accessible holding cells, three examination rooms, medical treatment room, fully-equipped dental area with two chairs and X-ray equipment, nurses' station, pharmacy, and staff offices
- *Four Classrooms*
- *Law Library*
- *General Library*
- *Arraignment Rooms:* two rooms equipped with a two-way conferencing system

The second floor of the Housing Building would contain 96 cells and have two separated exercise areas in each pod, for a total of eight exercise areas. Each exercise area would have interior visibility to the sky and would be covered with a mesh security screen on the fourth floor for security purposes. The second floor would include areas for non-contact visiting, multi-purpose storage and a housing control station. The third and fourth floors of the Housing Building would each contain 96 cells.

Currently, Jail No. 3 houses a large percentage of pre-trial felons which have lower security status and court dates that are in the relatively far future, which require less frequent transport to the Hall of Justice, at 850 Bryant Street in San Francisco. There would be no change in the type of inmates housed at the jail replacement facility.[11]

Vehicle Storage Area

The Vehicle Storage Area would be located at the southern end of the vehicle sallyport leading to the new Housing Building. The Vehicle Storage Area would have a gross floor area of about 7,000 gross square feet, and would be used to store four buses, two trucks and two vans. Vehicle washing would be conducted in the building, but no vehicle maintenance or fluid changes would be conducted in the building or on the project site. The Vehicle Storage Area would be equipped with a floor drain and a sand/oil interceptor to catch miscellaneous vehicle drips.

Storage and Farming and Horticultural Buildings

Some of the storage and farming and horticultural buildings may be demolished as part of the proposed project.

Utilities

- *Water Supply System Improvements:* The existing 250,000-gallon water storage tank on the project site would be replaced in the same vicinity with a new water storage tank of 448,000 gallons. The water transmission pipelines from the tank to the proposed Jail No. 3 replacement building and the existing Jail No. 7 and Learning Center would be replaced. The pump station near the Harry Tracy Water Treatment Plant would be upgraded to include automatic controls.

- *Sanitary Sewer System Improvements:* The proposed sanitary sewer system improvements would correct existing deficiencies in the sanitary sewer system and accommodate the wastewater anticipated to be generated by the proposed project. Three design variants, each with two treatment options, are proposed for the sanitary sewer system improvements as shown in Figures 5, 6, and 7. The selected variant would be designed and implemented according to the Uniform Plumbing Code and local standards for sanitary sewer systems.

  Variant One - Maintenance and Repair

  Figure 5 shows Variant One. Under this variant, wastewater from the proposed project would drain by gravity to the existing on-site pump station. The storage capacity of the pump station

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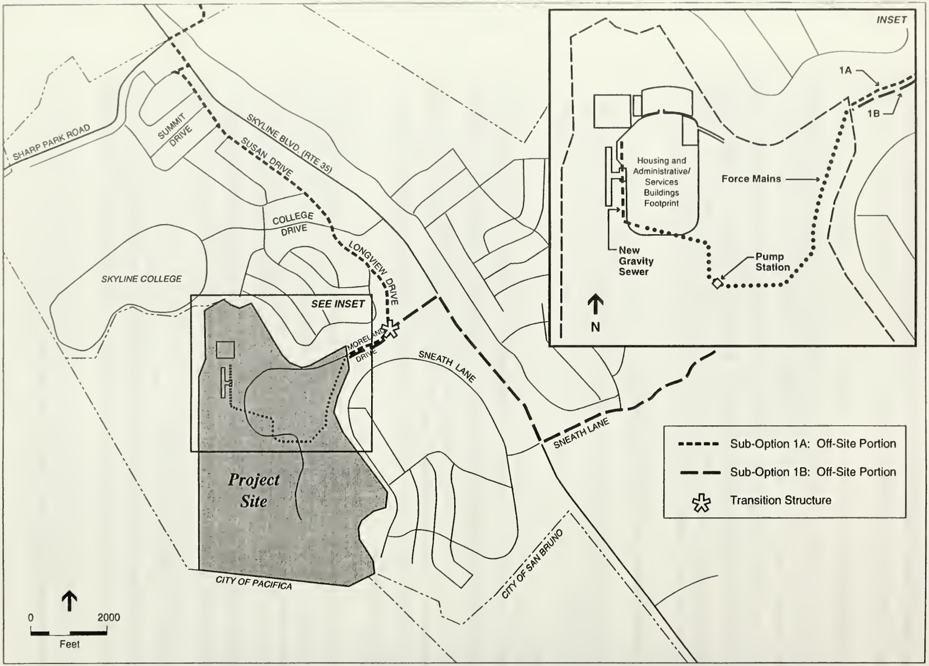
[11] Communication with Lt. Mike Lavigne, Sheriff's Department, November 4, 1997.

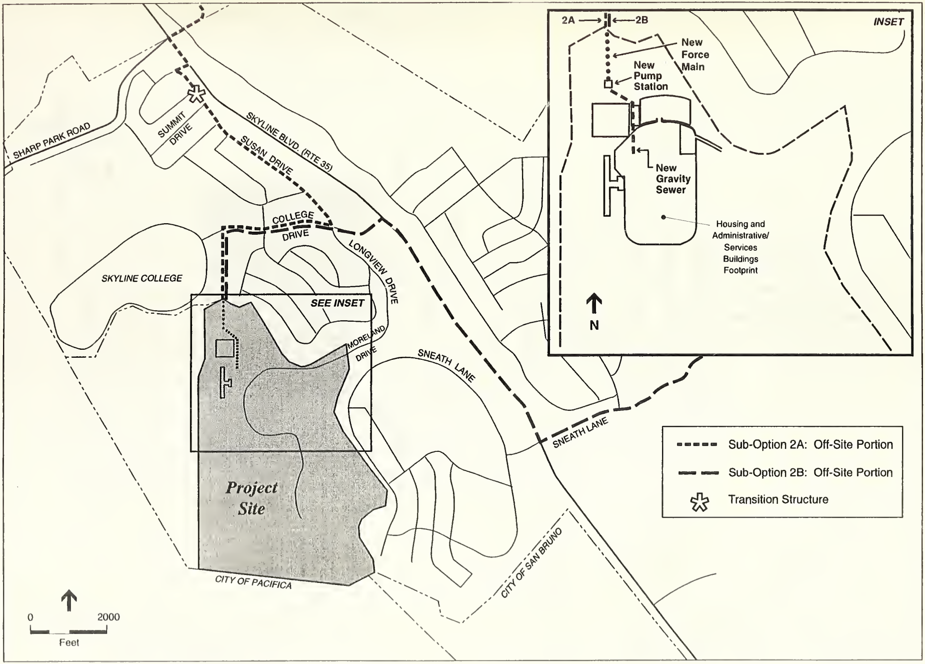


Source: Duffey Company; Kennedy/Jenks Consultants

97.368E: County Jail No. 3 Replacement Project

FIGURE 5

Sanitary Sewer System Variant One - Maintenance and Repair

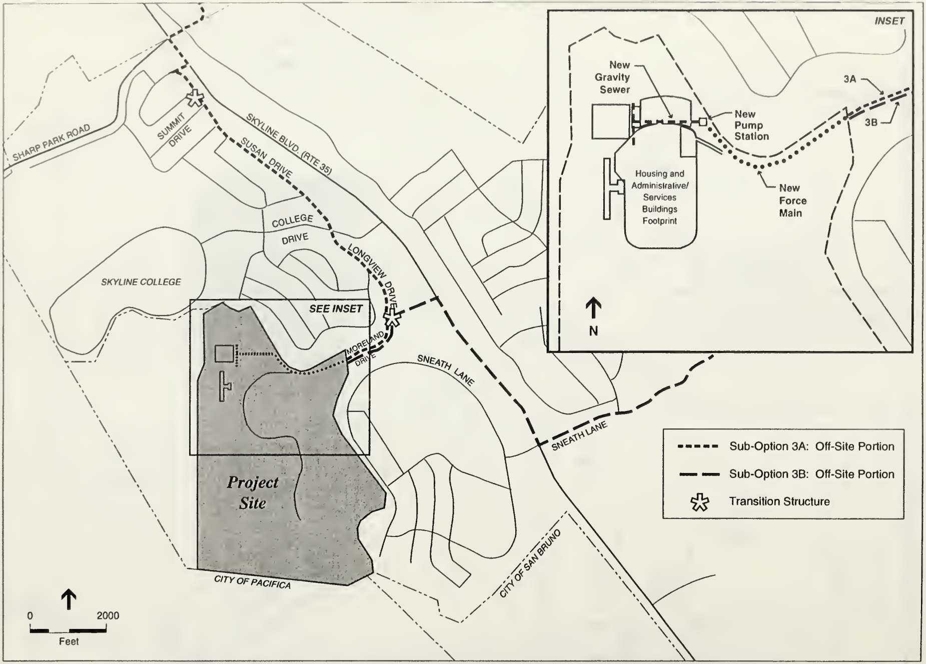


Source: Duffey Company; Kennedy/Jenks Consultants

97.368E: County Jail No. 3 Replacement Project

FIGURE 6

Sanitary Sewer System Variant Two - New Pump Station and Force Main (College Drive)



Source: Duffey Company; Kennedy/Jenks Consultants

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FIGURE 7

Sanitary Sewer System Variant Three -
New Pump Station and Force Main (Moreland Drive)

would be increased to prevent future wastewater overflows and sufficiently handle wastewater from the proposed project. Wastewater collected at the pump station would then be pumped to one of the two force mains and discharged either to the existing off-site transition structure for treatment at the North San Mateo County Sanitary District (NSMCSD) (sub-option 1A) or to a new off-site transition structure for treatment at the South San Francisco - San Bruno Treatment Plant (sub-option 1B). The selected force main would be repaired to remove existing grease build-up along its walls.

Under sub-option 1A, the entire length of one of the existing force mains, which extends from the existing on-site pump station to the existing off-site transition structure, would be repaired. Wastewater discharged into the existing transition structure would drain by gravity to NSMCSD; if necessary, wastewater would undergo disinfection treatment at the repaired pump station prior to being discharged to the NSMCSD.

Under sub-option 1B, one of the two existing force mains extending from the pump station to Moreland Drive would be repaired and tied into a new transition structure, which would be constructed at Moreland Drive. Wastewater transported to the new transition structure would drain by gravity to the South San Francisco - San Bruno Wastewater Treatment Plant.

Variant Two - New Pump Station and Force Main (College Drive)

Figure 6 shows Variant Two. Under Variant Two, wastewater from the proposed project would drain by gravity to a new on-site pump station constructed near Jail No. 7. The new pump station would be designed to handle projected wastewater flows from the proposed project. Wastewater collected at the pump station would be pumped north through Skyline College to a new force main and discharged either to one of the two existing force mains at Susan and College Drives for treatment at the NSMCSD (sub-option 2A), or to an existing manhole at College Drive for treatment at the South San Francisco - San Bruno Wastewater Treatment Plant (sub-option 2B). The new force main would be sized to handle wastewater flows from the project and would extend from the new on-site pump station to Susan Drive.

Under sub-option 2A, the new force main would connect with one of the existing force mains at Susan and College Drives. At this point, wastewater would drain by gravity to the existing off-site transition structure and then to NSMCSD, as it does currently. Under sub-option 2B, wastewater from the new force main would discharge into an existing manhole at College Drive. Wastewater would then drain by gravity to the South San Francisco - San Bruno Wastewater Treatment Plant.

Variant Three - New Pump Station and Force Main (Moreland Drive)

Figure 7 shows Variant Three. Under Variant Three, wastewater from the proposed project would drain by gravity to a new on-site pump station constructed near Jail No. 7. The new pump station would be designed to handle projected wastewater flows from the proposed project. Wastewater collected at the pump station would be pumped to a new force main extending from the pump station to Moreland Drive. The new force main would be sized to handle wastewater flows from the project.

Under sub-option 3A, the new force main would connect with one of the existing force mains at Moreland Drive. At this point, wastewater would drain by gravity to the existing off-site transition structure and then to NSMCSD, as it does currently. Under sub-option 3B, the new force main would tie into a new transition structure, which would be constructed near Moreland Drive. Wastewater from the new force main would discharge to the new transition structure then to the South San Francisco - San Bruno Wastewater Treatment Plant.

If sub-options 1A, 2A, or 3A are selected, those portions of the existing system located downstream of the transition structure must be repaired to remedy the reported manhole corrosion and sewage odor problems.

- *Stormwater Drainage System Improvements*: The energy dissipator/flow restrictor on the existing 54-inch culvert near the northeastern boundary of the project site would be upgraded.
- *Natural Gas System Improvements:* A new gas metering system and a new service lateral pipeline are proposed.
- *Electrical System Improvements:* The proposed improvements to the electrical system include a new 12-kV underground service line to a new transformer and a new emergency diesel generator.

Parking Areas

Under the proposed project, the new staff and visitor parking areas would be segregated and formalized with paving and striping. One parking lot for staff of Jail No. 3 and Jail No. 7 would be constructed north of the new Administrative/Services Building. It would contain 198 parking spaces on an area of about 72,000 square feet. One parking lot for Jail No. 3 visitors would be constructed north of the new Housing Building and east of the new Administrative/Services Building. It would contain 75 parking spaces on an area of about 29,000 square feet. One parking lot for Jail No. 7 visitors would be located east of Jail No. 7. It would contain 25 parking spaces on an area of about 10,000 square feet. The new parking lots would accommodate about the same number of vehicles as do the existing parking areas on the project site.

Roads

The main access road on the project site would be widened from one to two lanes to allow wide trucks and buses to pass safely. Portions of this road would be re-paved. A new, two-lane loop road would be constructed around the new Administrative/Services Building. Inmates would be transported from the entrance gate at the main access road to the vehicle sallyport at the southern side of the Housing Building. Delivery and pick-up of food and laundry would occur at the loading dock north of the Administrative/Services Building. No improvements to Moreland Drive are planned. The pedestrian trail along the northern part of the project site is owned and maintained by San Mateo County; no improvements to the trail are proposed.

Two temporary construction routes are under consideration and are described below:

- Alternate Route 1 - College Drive/College Loop Road (South)/Jail North Road - Construction vehicles would travel west on College Drive from Skyline Boulevard to the intersection of College Loop Road, travel south on College Loop Road and turn into the parking lot about 250 feet south of the College Loop Road intersection. From the parking lot, vehicles would travel on the Jail North Road to access the project site. As Jail North Road is a narrow, gated roadway, temporary improvements to Jail North Road would be required to handle construction traffic. The reverse movements would be used to exit the project site.

- Alternate Route 2 - College Drive/Longview Drive/Moreland Drive - Construction vehicles would travel west on College Drive from Skyline Boulevard, south on Longview Drive, and west on Moreland Drive to access the project site. This is the existing primary access route to and from the site. The reverse movements would be used to exit the project site.

D. PROJECT APPROVALS

Following a public hearing before the San Francisco Planning Commission on this Draft EIR, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses. The Draft EIR will be revised as appropriate, and the revised Draft EIR, together with the Comments and Responses, would comprise the Final EIR, which will be presented to the Planning Commission for certification as to accuracy, objectivity and completeness. No project approvals or permits may be issued before the Final EIR is certified. If the Final EIR is certified as complete, the San Francisco Board of Supervisors may approve the proposed project for final design and construction.

CITY AND COUNTY OF SAN FRANCISCO

Planning Commission. The Planning Commission would be responsible for certifying that the Final EIR is accurate, objective, and complete; making the CEQA findings (i.e., that the proposed project would or would not have a significant effect on the environment); and adopting the mitigation monitoring program.

Board of Supervisors. The Board of Supervisors would be responsible for approving or disapproving the proposed project, and adopting all or some of the mitigation measures from the EIR.

LOCAL AGENCIES

City of San Bruno. The City of San Bruno would be responsible for issuing the encroachment permits required for construction activities in San Bruno streets and sidewalks associated with improvements to the sanitary sewer system and for approving the proposed construction truck haul routes.

San Mateo County Public Works Department. The San Mateo County Public Works Department would be responsible for approving the increase in volume of stormwater drainage from the project site to the County stormwater drainage system.

San Mateo County Environmental Health Department. The San Mateo County Environmental Health Department would be responsible for issuing permits for installation of underground tanks and for reviewing and approving the Hazardous Materials Management Plan and Medical Waste Management Plan prepared for the proposed project.

North San Mateo County Sanitation District (NSMCSD). The NSMCSD would be responsible for approving the increase in discharge of wastewater from the project site and connection to the NSMCSD sanitary sewer system if a pertinent sanitary sewer system variant is selected.

San Mateo County Community College District. The San Mateo County Community College District would be responsible for granting a temporary access easement if construction truck traffic would be routed through Skyline College property, and a permanent access easement if a new sanitary sewer line is installed along College Drive.

REGIONAL AGENCIES

Bay Area Air Quality Management District (BAAQMD). The BAAQMD would be responsible for issuing the permit for operation of the new boiler, considered a stationary source of emissions; and for regulating, through a notification process, the removal of asbestos from the existing County Jail No. 3 building before it is demolished. The BAAQMD may require other permits for construction activities.

Regional Water Quality Control Board (RWQCB). The RWQCB would be responsible for issuing a General Activities Stormwater Permit, required under the National Pollutant Discharge Elimination System (NPDES), for stormwater drainage from a project site greater than 5 acres; and for reviewing and approving the Stormwater Pollution Prevention Plan (SWPPP) for the proposed project.

STATE AGENCIES

California State Board of Corrections. The California State Board of Corrections would be responsible for reviewing and approving the construction plans and specifications for the proposed project pursuant to Titles 15 and 24 of the California Building Code.

California Department of Fish and Game (CDFG). The CDFG, in consultation with the USFWS, would be responsible for approving and issuing the Streambed Alteration Agreement for work in a drainage channel necessary for upgrading the stormwater drainage system; reviewing and commenting on the analysis of impacts to wetlands and threatened and endangered plant and animal species and mitigation measures presented in the EIR; reviewing and approving the Wetlands Mitigation Monitoring Plan and Biological Resources Mitigation Monitoring Plan; and issuing Biological Opinions for impacts to state listed threatened or endangered species (i.e., written findings of whether or not the proposed project would jeopardize the continued existence of a species) and Conditions of Approval.

California Department of Forestry (CDF). The CDF would be responsible for issuing permits for installing the fire protection system in the new building and installing a new above-ground fuel storage tank for the new generator.

FEDERAL AGENCIES

U.S. Army Corps of Engineers (USACOE). The USACOE would be responsible for determining the presence and amount of jurisdictional wetlands on the project site; and, with concurrence of the USFWS, for issuing the permit under Section 404 of the Clean Water Act for placing fill in the wetlands on the project site to construct the new buildings.

U.S. Fish and Wildlife Service (USFWS). The USFWS would be responsible for reviewing and commenting on the analysis of impacts to wetlands and threatened and endangered plant and animal species and mitigation measures presented in the EIR; reviewing and approving the Wetlands Mitigation Monitoring Plan and Biological Resources Mitigation Monitoring Plan; and issuing Biological Opinions for impacts to federal listed threatened or endangered species (i.e., written findings of whether or not the proposed project would jeopardize the continued existence of a species) and Conditions of Approval.

E. PROJECT SCHEDULE AND COST

The City and County of San Francisco is under federal court order (No. C-91-3453 WHO) to provide acceptable conditions for the inmates at the existing Jail No. 3. The court order is described in Chapter 1, Project Objectives. The City of San Francisco presented a Design-Build-Lease concept to the court to address the deficiencies at the existing Jail No. 3. As conditions at the jail must be rectified as soon as possible, the project schedule is aggressive.

The environmental review process is anticipated to be completed by July 1998. The Design-Build-Lease bids are scheduled to be received by May 31, 1998, and a Design-Build-Lease team will be selected by the City before September 30, 1998. Project construction is anticipated to begin in October 1998 and be completed in about three to four years.

The estimated construction cost for the proposed project is about $95 million. These costs include site preparation, construction, and demolition of existing structures. The estimated construction cost for the utilities and road improvements is about $4 million.

III. Environmental Setting, Impacts, and Mitigation Measures

An Initial Study was prepared for the County Jail No. 3 Replacement Project in September 1997. A copy of the Initial Study is included in Appendix A of this EIR. It identifies the topic areas which are to be discussed in greater detail in this EIR and those topics which have been focused out of the EIR, such as population; transit and parking; solid waste collection and disposal; schools; telephone service or recreational facilities; scenic tree removal; operational noise impacts; groundwater depletion or recharge; flood hazards; and energy.

A. LAND USE

SETTING

The County Jail No. 3 Replacement Project site is located within the 158-acre San Francisco County Jail No. 3/7 Complex, owned by the City and County of San Francisco, in the unincorporated area of San Mateo County. The County Jail No. 3/7 Complex is adjacent to the City of San Bruno to the east, Skyline College to the north, Sweeney Ridge Trail of the Golden Gate National Recreation Area and the City of Pacifica to the west, and Crystal Springs Reservoir and a City and County of San Francisco watershed area to the south. Figure A-1 shows the land uses surrounding the project site.

The project site consists of a large, undeveloped open space area that includes shrub covered or wooded hillsides, cultivated agricultural fields, and wetlands. A number of structures and associated infrastructure, including roads, exist on the site which collectively constitute the San Francisco County Jail No. 3/7 Complex, as shown in Figure 2. Some of these existing structures will be affected by the proposed County Jail No. 3 Replacement Project.

The site has been owned by the City and County of San Francisco since 1931 and used for a jail facility by the San Francisco Sheriff's Department since 1932. The County Jail No. 3/7 Complex currently houses about 700 inmates, which includes about 400 inmates at Jail No. 3 and 300 inmates at Jail No. 7.[1] The population of Jail No. 3 was reduced from an average of about 750 inmates (between 1987 and 1997) to 400 inmates in 1997 due to concerns regarding the state of building deterioration, functional inefficiencies, and the class action lawsuit.

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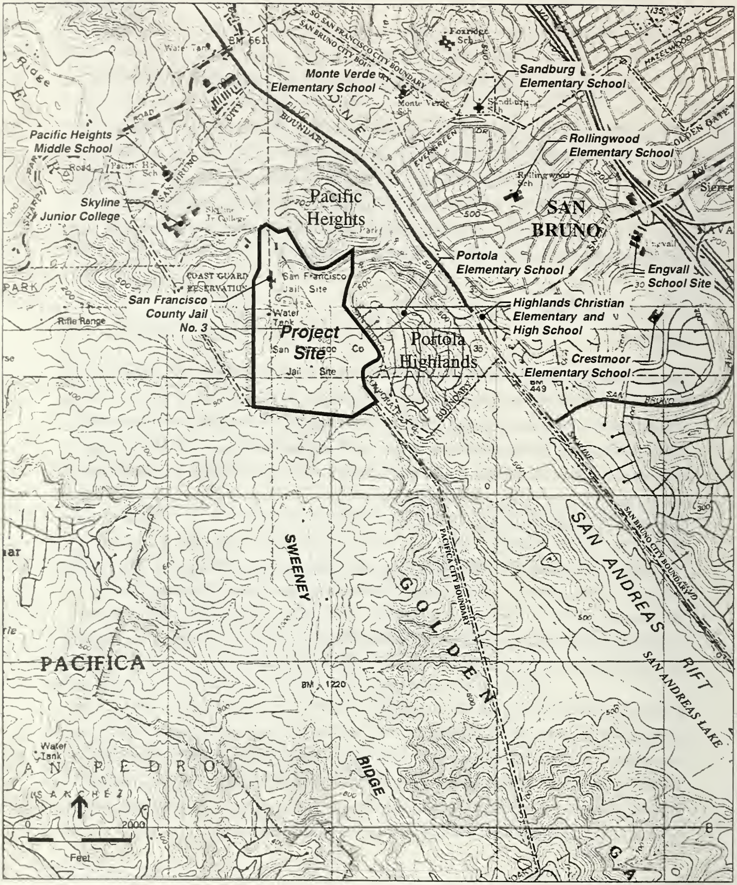
[1] City and County of San Francisco Planning Department, Initial Study, County Jail No. 3 Replacement Project, September 16, 1997 and personal communication with Dan Santizo, Sheriff's Department, October 28, 1997.



Source: USGS, 1980, *San Francisco South, California*, 7.5 minute topographic quadrangle, scale 1" = 2,000'
USGS, 1993, *Montara Mountain, California*, 7.5 minute topographic quadrangle, scale 1" = 2,000'

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FIGURE A-1

Surrounding Land Uses

SITE DESCRIPTION

The existing County Jail No. 3/7 Complex includes County Jail No. 3; County Jail No. 7; the Learning Center; a practice pistol and rifle shooting range; storage buildings; farming and horticultural buildings; agricultural fields; garden areas; a large water tank; natural gas, electrical and telephone utilities; parking areas; and access roads. A complete description of the existing structures and infrastructure on the project site is included in Chapter II, Project Description.

The land uses which surround the site are a mix of residential, institutional, and open space. Two residential neighborhoods in the City of San Bruno, Portola Highlands and Pacific Heights, are located to the east and north of the County Jail No. 3/7 Complex, respectively. The neighborhoods contain single-family homes; two elementary schools, Portola Elementary located on Amador Road and Highlands Christian School at Monterey Drive and Sneath Lane; a middle school, Pacific Heights Middle School located on Pacific Heights Boulevard; and one high school, Highland Christian High School at Monterey Drive and Sneath Lane. Single-family homes are also located along Moreland Drive, the main access route to the jail complex. Figure A-1 shows the neighboring schools and residential neighborhoods adjacent to the jail complex.

The Skyline College Campus is located northwest of the jail complex and abuts the northwestern corner of the site. An emergency access road, Jail North Road, connects the jail complex through Skyline College property. The Sweeney Ridge area of the Golden Gate National Recreation Area (GGNRA) borders the jail complex to the west. The property to the south of the jail complex is owned by the City and County of San Francisco Water Department. This watershed area encompasses Crystal Springs Reservoir and includes a scenic and recreational easement over the watershed lands owned by GGNRA.

LAND USE PLANS, POLICIES, ORDINANCES

The project site is located within the unincorporated portion of San Mateo County, but within the City of San Bruno Sphere of Influence. The Sphere of Influence of the City of Pacifica, located to the west of the County Jail No. 3/7 Complex, abuts the project site along the southern boundary. Because the property is owned by the City and County of San Francisco, it is not subject to the land use and development standards of San Mateo County or other local agencies. Local zoning information and General Plan policies are included for reference only.

ZONING

The project site is zoned "Resource Management" (RM) by San Mateo County. The RM zone is intended to carry out the objectives and policies of the Open Space and Conservation Elements of the San Mateo County General Plan. Allowable uses are low density and of low impact, such as open space, single-family residential, agriculture and nurseries. Property to the west and south, under the jurisdiction of GGNRA and the City and County of San Francisco, is also zoned RM. Adjoining residential areas to the north and east, within the City of San Bruno, are zoned for single-family residential uses. If the City of San Francisco were to discontinue use of the 158-acre site as a jail facility, current San Mateo County zoning would allow up to about 32 new dwelling units on the property.[2]

PLANS

The San Mateo County General Plan designates the land use of the County Jail No. 3/7 Complex property as "Institutional." Institutional uses are defined as "cultural and educational and public service uses, including but not limited to schools, libraries, hospitals and churches." The institutional use designation is generally used to identify existing institutional facilities, such as the jail complex. Institutional uses are permitted in all zoning districts through a conditional use authorization. The jail complex property is identified as a Special Urban Area in the San Mateo County General Plan. The western portion of the property is included in the Sweeney Ridge Skyline Reserve. The Urban Land Use Background Report of the General Plan notes that land uses adjoining the property "have been buffered from potential land use conflicts by a belt of open space. Future plans for redevelopment or expansion of these institutional uses could be encouraged, if compatible with adjacent land uses."[3] The San Mateo County General Plan indicates that the jail complex property is suitable for a joint jail facility by both San Mateo and San Francisco Counties.[4] Other San Mateo County General Plan policies applicable to the project site are summarized in Table A-1.

San Mateo County has a local Historic Preservation Ordinance that is incorporated into the County Zoning Code (Section 7730, Chapter 7.0, Historic Preservation). The County Jail No. 3/7 Complex is not identified as a County Historic Landmark in the Ordinance.[5]

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[2] Personal communication with David Holbrook, Planner, San Mateo County, October 15, 1997.
[3] San Mateo County General Plan, San Mateo County 1986.
[4] Ibid.
[5] Personal communication with Andy Gustafson, Planner, San Mateo County, January 15, 1998.

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TABLE A-1: Applicable San Mateo County General Plan Goals and Objectives

Goals		Objectives	
4.1	Protection of Visual Quality	a.	Protect and enhance the natural visual quality of San Mateo County.
		b.	Encourage positive visual quality for all development and minimize adverse visual impacts.
4.14	Appearance of New Development	a.	Regulate development to promote and enhance good design, site relationships and other aesthetic considerations.
4.35	Urban Area Design Concept	a.	Maintain and, where possible, improve upon the appearance and visual character of development in urban areas.
5.1	Historic Resource Protection		Protect historic resources for their historic, cultural, social and educational values and the enjoyment of future generations.
6.3.	Build Upon Existing (Park and Recreation) System	a.	Design all park and recreation systems on these strengths and potentials of existing facilities and develop programs for meeting current and future needs.
8.4	Land Use Objectives for Special Urban Areas	b.	For "San Francisco Jail" and San Francisco International Airport, maintain current uses and allow redevelopment and expansion if compatible with adjacent land uses and other General Plan Policies.
10.1	Water Supply Policies - Coordinate Planning		Coordinate water supply planning with land use and wastewater management planning to assure that the supply and quality of water is commensurate with the level of development planned for an area.
11.2.	Wastewater Policies - Coordinate Planning		Coordinate wastewater management planning with land use and water supply planning to assure that the capacity of sewer facilities is commensurate with the level of development planned for an area.

Source: San Mateo County General Plan Policies, Department of Environmental Management, November 1986.

The County Jail No. 3/7 Complex property is within the City of San Bruno's "Western Sphere of Influence" as designated in the City of San Bruno General Plan.[6] The General Plan designates the site as "Very Low Density Residential," permitting up to one dwelling unit per acre. The City of San Bruno land use and development standards within the unincorporated area would apply only if the property was annexed by the City of San Bruno, which could only occur with permission from the City and County of San Francisco. The General Plan notes that currently there are no plans to terminate the jail use on the property; however, if the jail use is terminated or if undeveloped portions of the property are sold, annexations and residential development would be appropriate.

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[6] City of San Bruno 1984 General Plan and Environmental Impact Report, June 25, 1984.

The Environmental Impact Section of the General Plan makes the following statement about the property:

> "Annexation of all or a portion of the jail lands would add 158 acres to the City's jurisdiction. Development to urban uses would result in a loss of open space. Residents would be subjected to potential geologic and fire hazards unless adequately mitigated. Development would result in additional traffic and demands for public services. Up to 158 residential units, possibly with 40 affordable units, would be added to San Bruno's housing supply."

The City of Pacifica's Sphere is Influence has not been formally defined by the Local Agency Formation Commission (LAFCO) according to the City of Pacifica General Plan. The major issue associated with the jail complex property for the City of Pacifica is one of east/west access, since the property is located in a valley east of Sweeney Ridge and along a logical route for an east/west road from San Bruno to Pacifica. LAFCO has not acted on this property because there are no current plans to terminate the jail use. The San Bruno General Plan notes that a reasonable eastern boundary for the Sphere of Influence appears to be the existing City of Pacifica boundary (which lies west of the GGNRA property), and suggests that LAFCO undertake a detailed study to determine the appropriate Sphere of Influence of the Cities of Pacifica and San Bruno.[7]

The Golden Gate National Recreation Area (GGNRA) General Management Plan notes that the use of the project site for a jail facility is one that is likely to continue in perpetuity.[8] The site is close to two existing management zones of the GGNRA, the Special Use Zone (covering the Sharp Park Area, owned and operated by the San Francisco Recreation and Park Department) and the Natural Resource Zone (Sweeney Ridge Area). The Natural Resource Zones, such as Sweeney Ridge, emphasize the conservation of natural resources and processes and the accommodation of uses that do not adversely affect these resources. The Special Use Zones, such as Sharp Park, designate areas in which the National Park Service has limited or no control over the use.[9] GGNRA plans for Sweeney Ridge, which may be pertinent to the County Jail No.3 site, indicate that Sweeney Ridge shall maintain its natural qualities important to preservation of the historic setting. To increase access from the Bay side, trailhead improvements will be made at the Sneath Lane entrance and at the Skyline College parking area.[10]

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[7] City of Pacifica General Plan, August 1996.
[8] Golden Gate National Recreation Area (GGNRA) General Management Plan, September 1980.
[9] Personal communication, Doug Nadeau, Chief of Resource Management and Planning, GGNRA, October 30, 1997.

The Skyline College Master Plan calls for construction of a new 20,000 square foot bookstore beginning in 1998 and remodeling of Building 2, the former Library/Learning Resource Center in 1998/1999. The Master Plan also calls for construction of a Child Care Center within the next five years. One of the sites under consideration is located at the southeastern corner of the campus near the Jail North Road.

IMPACTS

For the purpose of this EIR, a land use impact resulting from operation of the proposed project would be considered significant if it were to:

- disrupt or divide the physical arrangement of an established community; or
- have a substantial impact on the existing character of the project vicinity.

The proposed project would not disrupt or divide the physical arrangement of the surrounding community. Table 1 in the Project Description provides the square footage of the existing and proposed structures and facilities of the County Jail No. 3/7 Complex. While the uses on the project site would generally remain the same under the proposed project, the physical plant that accommodates these uses would be moderately expanded. Under the proposed project, the footprint of the structures and facilities on the site would increase by 10 percent or about 25,530 square feet. The majority, about 94 percent, of the site would continue in open space and agricultural uses. In addition, the new structures and facilities would be located near the existing structures and facilities; and, with the exception of the installation of utilities, all new structures and facilities would be constructed internal to the site.

The nearest residence to the project site on Sneath Lane is about 1,550 feet away from the existing Jail No. 3. Under the proposed project, Jail No. 3 would be moved about 400 feet closer to that residence. The nearest residence to the project site on Longview Drive is about 950 feet away from the existing Jail No. 3. Under the proposed project, Jail No. 3 would be moved about 280 feet closer to that residence. However, as the majority of the site would continue in open space and agricultural uses, it would remain as a buffer between the County Jail No. 3/7 Complex and the surrounding residential neighborhoods.

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[10] GGNRA General Management Plan, Sweeney Ridge Amendment, Golden Gate National Recreation Area Advisory Commission, April 24, 1985.

Table 2 in the Project Description provides the existing and proposed capacities of the Jail No. 3 building as the rated capacity of the facility (i.e., the number of inmates that could be housed in the facility based on the number and size of cells and dormitories). Based on this figure, operating the County Jail No. 3 Replacement Project would result in a maximum net increase of 214 inmates on the project site. However, the actual level of use of Jail No. 3 is more accurately portrayed by the average historical inmate population in the facility, which is greater than the rated capacity of the building (Table 2). Based on a comparison of how Jail No. 3 has historically operated with how it would operate under the proposed project, operation of the proposed project would result in a maximum net increase in the inmate population on the project site of only 2 percent or 18 inmates. Expansion of the kitchen and laundry facilities would result in a modest increase of one to three employees. This increase in number of employees at the kitchen and laundry facilities would be offset by a modest reduction in the number of Sheriff's Department deputies at the site which would be made possible through installation of improved equipment and implementation of improved processes for surveillance and video arraignment. Therefore, the proposed project would not substantially increase the inmate population on the project site or induce growth in the project area.

As the proposed County Jail No. 3 Replacement Project would not disrupt or divide the physical arrangement of the surrounding community, change the type of uses on the project site, or substantially increase the inmate population on the site, it would not have a substantial impact on the character of the project area.

MITIGATION MEASURES

The proposed project would not disrupt or divide the physical arrangement of the surrounding community or have a substantial impact on the existing character of the project area. Therefore, no mitigation measures are required.

B. VISUAL QUALITY

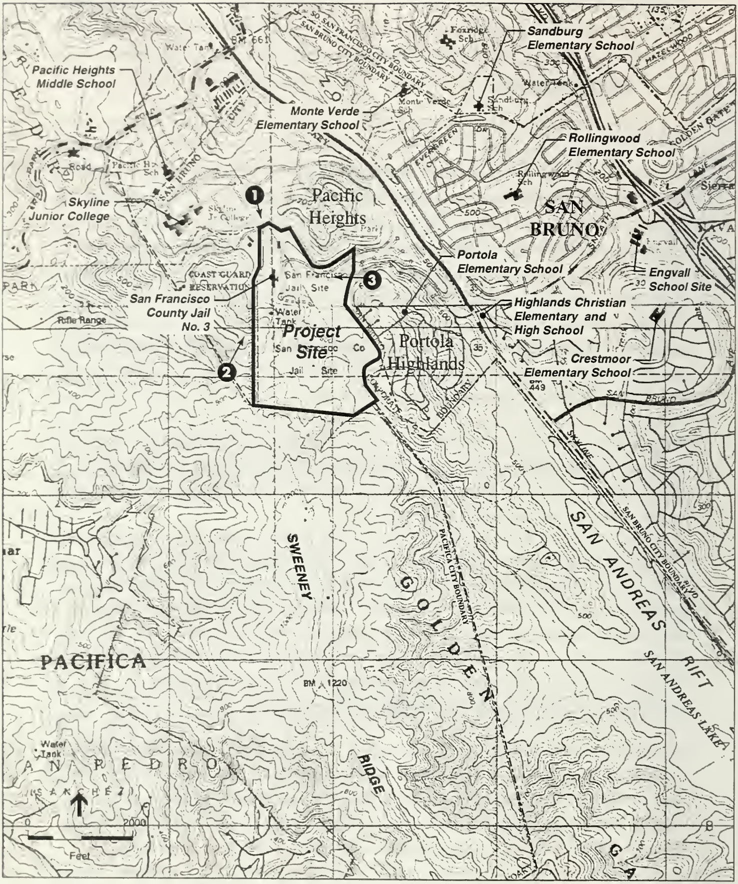
SETTING

The County Jail No. 3/7 Complex is situated in a small valley. The project site is bound by single-family residential development to the east and north. To the west and south, the project site is bound by open space areas consisting of coastal hills and mountains covered with chaparral-type vegetation and forested ridges. The existing County Jail No. 3 is the most prominent visual feature in the area and consists of a seven-story concrete building. The architectural style is Art Deco with strong vertical and horizontal elements which tend to increase the apparent mass and height of the building. The exterior of the building is light cream colored stucco with rust colored detailing. This architectural style and color does little to blend the building into the surrounding natural topography and vegetation. Farming and horticultural buildings of no specific architectural style are located south of the housing buildings.

Other facilities on the site include County Jail No. 7, the Learning Center, parking areas, storage facilities and small buildings associated with the jail farm. Of the 158 acres on the site, approximately 9.4 acres are developed. The remainder of the site encompasses hills, wetlands, wooded areas, and the agricultural fields of the jail farm.

Views of the County Jail No. 3/7 Complex are limited to the residents of the neighborhoods surrounding the site to the east and north, and from trails within the Golden Gate National Recreation Area which bounds the site to the west. Three typical public views of the existing Jail No. 3 building were chosen to aid in the visual analysis of the proposed County Jail No. 3 Replacement Project. Figure B-1 shows the location of these three viewpoints. Figures B-2 through B-4 show the existing views of the project site from the adjacent residential neighborhoods and from the Golden Gate National Recreation Area.

Viewpoint No. 1, located north of the County Jail No. 3/7 Complex, is from a public access area accessible from Skyline College and the surrounding neighborhood. The existing view from this location is of the northern end of the County Jail No. 3/7 Complex, which reduces the scale and mass of the larger elements of the Jail Complex (Jail No. 3 building) within the view (Figure B-2). The undeveloped areas surrounding the complex are more prominent from this viewpoint because the developed portions of the site (e.g., Jail No. 3 and Jail No. 7) appear smaller in mass and area than do the dominant hillsides in the background.

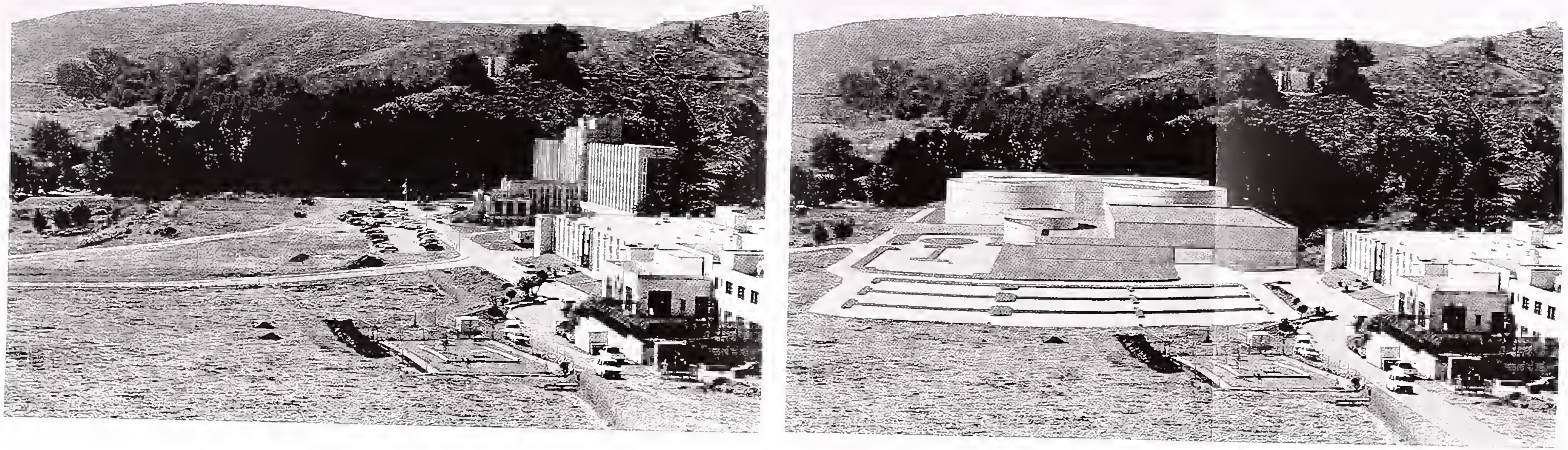

Pacific Heights Middle School
Skyline Junior College
Monte Verde Elementary School
Sandburg Elementary School
Rollingwood Elementary School
Portola Elementary School
Engvall School Site
Highlands Christian Elementary and High School
Crestmoor Elementary School
San Francisco County Jail No. 3
Project Site
Pacific Heights
Portola Highlands
SAN BRUNO
PACIFICA
SWEENEY RIDGE
GOLDEN GATE
SAN ANDREAS RIFT
SAN ANDREAS LAKE
SAN BRUNO CITY BOUNDARY
PACIFICA CITY BOUNDARY
SO. SAN FRANCISCO CITY BOUNDARY
COAST GUARD RESERVATION
Rifle Range
SAN PEDRO
SANCHEZ
1
2
3
0
2000
Feet

Source: Public Affairs Management

97.368E: County Jail No. 3 Replacement Project

FIGURE B-1

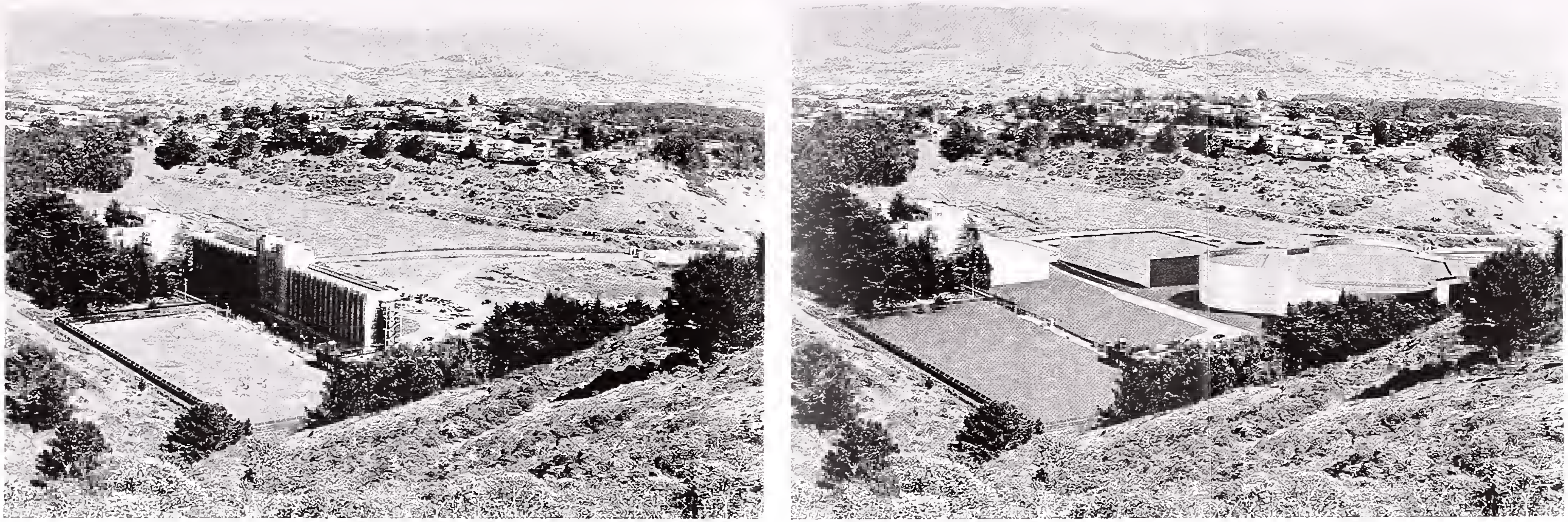
Visual Analysis Viewpoint Locations



97.368E: County Jail No. 3 Replacement Project

FIGURE B-2

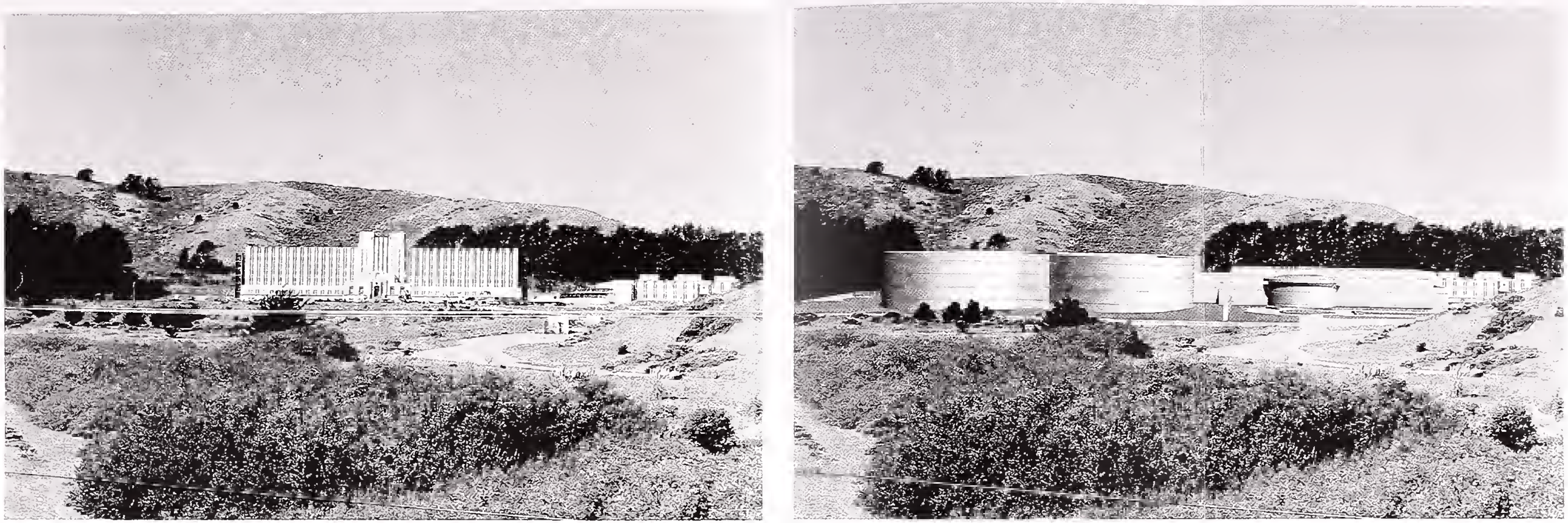
Viewpoint No. 1 - Public Access North of Project Site



97.368E: County Jail No. 3 Replacement Project

FIGURE B-3

Viewpoint No. 2 - Golden Gate National Recreation Area



97.368E: County Jail No. 3 Replacement Project

FIGURE B-4

Viewpoint No. 3 - Sneath Lane

Viewpoint No. 2 is located west of the County Jail No. 3/7 Complex in the Golden Gate National Recreation Area. The existing view from this location is of the existing Jail No. 3 building and exercise areas (Figure B-3). From this location, the jail appears to be set within a small valley and intervening ridge, and the view is dominated by the more distant visual images of San Bruno, South San Francisco, and San Bruno Mountain.

Viewpoint No. 3, located along Sneath Lane, represents a typical view of the County Jail No. 3/7 Complex and surrounding areas seen by many residents in this neighborhood. The existing view from this location consists of a mixture of undeveloped areas (e.g. hills, wetlands, wooded areas and agricultural fields) and developed areas (i.e., County Jail No.3/7 Complex) (Figure B-4). Of these elements, the seven-story Jail No. 3 building is the most predominant visual feature within the view. The County Jail No. 3/7 Complex sits at the base of the surrounding hills, but does not block views of the hills or surrounding open space areas. This location represents the public viewpoint from which existing Jail No. 3 is most visible.

Visual Quality Goals and Policies

The project site is located in an area surrounded by the City of San Bruno, San Mateo County and City of Pacifica. While the visual goals and policies of these jurisdictions are not binding on the proposed project, they provide an indication of the importance of scenic resources to the surrounding community. The surrounding community that would be affected by the proposed project is within the City of San Bruno. For this reason, the visual policies and goals of the City of San Bruno are discussed below.

The City of San Bruno General Plan includes a Scenic Corridors section. This section identifies Sneath Lane as an existing scenic corridor. The description of this corridor includes the following:

> "At its [Sneath Lane] uppermost length, it borders the San Francisco Jail site with views of the coastal mountains. These landscaped areas and views make Sneath Lane a naturally scenic corridor worth protecting."

IMPACTS

For the purpose of this EIR, a visual impact resulting from construction of the proposed project would be considered significant if it were to:

- have a substantial, demonstrable negative aesthetic effect; or
- substantially degrade or obstruct any scenic view or vista now observed from public areas.

Impact Analysis

Change in Scale and Mass of County Jail No. 3 Building

The scale and mass of the new jail buildings would differ from that of the existing jail building. The new jail buildings would be about three stories lower and have a larger footprint than does the existing jail building (Table 1). The existing seven-story Jail No. 3 building would be replaced by a four-story Housing Building organized into four circular housing units surrounding an inner building and exercise areas; and a smaller scale, three-story Administrative/Services Building attached to the northern side of the Housing Building.

The amount of undeveloped land between the new jail buildings and the residential areas surrounding the project site would be reduced because the new jail buildings would have a larger footprint and would be constructed east of the existing jail building, about 400 feet closer to Sneath Lane and the surrounding residential areas. However, a substantial setback would be maintained between the new jail buildings and the surrounding residential areas, as the closest residence to the site would be about 1,150 feet from the new jail buildings.

To aid in the analysis of the visual changes that would result from constructing the proposed project, visual simulations of the scale and mass of the proposed jail buildings were developed for the three viewpoints described in the Setting section (Figures B-2 through B-4). The visual changes that would result from constructing the proposed project are described below for each viewpoint.

Viewpoint No. 1 - Figure B-2 shows the view to the project site from Viewpoint No. 1. From the public access area near Skyline College, the new jail buildings would be more centered than is the existing Jail No. 3 building in the view from this location. The new buildings would be substantially lower but would appear to cover more area than the existing jail building. While the proposed project would result in a noticeable change in the appearance of the jail complex from this viewpoint, the view would still consist of a mix of undeveloped and developed areas. The most scenic elements of this view - the hills in the background - would not be obstructed or degraded by the presence of the new buildings. The reduced height of the new jail buildings would improve the view to portions of the hills behind the jail complex.

Viewpoint No. 2 - Figure B-3 shows the view to the project site from Viewpoint No. 2. From Sweeney Ridge of the Golden Gate National Recreational Area, the jail complex would be more prominent within the view because the new jail buildings would be located further to the east. The new jail buildings would be set in the middle of the small valley, and their larger footprint would increase the prominence of the new jail buildings from this viewpoint. The view from this location is of the urbanized areas of San Bruno and South San Francisco, with San Bruno Mountain forming a distant backdrop. From this viewpoint, the new facilities would not result in a substantial negative aesthetic effect because the primary elements of this view (a mixture of undeveloped and developed area) would not change. In addition, the new buildings would not obstruct or degrade the scenic vista to the east of San Bruno, South San Francisco and San Bruno Mountain.

Viewpoint No. 3 - Figure B-4 shows the view to the project site from Viewpoint No. 3. Two primary changes would affect the view to the site from Sneath Lane and the surrounding residential neighborhood. First, the jail complex would appear closer to the viewer because the new jail buildings would be constructed approximately 400 feet closer to Sneath Lane than is the existing Jail No. 3 building. Second, the new jail buildings would cover more of the site than does the existing jail building. However, these changes would not cause a change in view of developed and undeveloped areas surrounding the jail complex from this viewpoint. The scenic views in the area of Sneath Lane would not be degraded or obstructed because the new jail buildings would be lower in height than is the existing Jail No. 3 building, and would block less of the coastal hills and open spaces to the west.

The San Bruno General Plan identifies the upper reaches of Sneath Lane as a “naturally scenic corridor worth protecting” because of the views to the coastal mountains from this location. Since the height of the new jail buildings would be substantially lower than the existing Jail No. 3 building, views to the coastal mountains would not be obstructed or degraded from locations along Sneath Lane.

In summary, based on the analysis from the three public viewpoints of the visual changes that would result from constructing the proposed project, the new jail buildings would not block or degrade, and from some viewpoints would block less of, the views to the hills and open spaces south, east, and west of the project site; and would not change the appearance of the County Jail No. 3 Complex as a mix of undeveloped and developed areas. Therefore, the new jail buildings would not have a substantial negative aesthetic effect or degrade or obstruct any scenic view or vista observed from public areas.

MITIGATION MEASURES

The proposed project would not result in a significant visual impact. Therefore, no mitigation measures are required.

C. TRANSPORTATION

SETTING

The County Jail No. 3 Replacement Project site is located in unincorporated San Mateo County and is served by a combination of local and regional access routes (Figure C-1).

REGIONAL ACCESS

Skyline Boulevard (State Route 35) is a major north/south corridor, located about 0.3 miles to the east of the County Jail No. 3/7 Complex, providing connections to the project site via College Drive and Sneath Lane. Skyline Boulevard is a four-lane highway with a painted center median. It carries about 21,100 vehicles per day near the Sneath Lane intersection.[1]

Interstate 280 (I-280), located about one mile east of the site, runs north/south through San Mateo County and provides regional access to San Francisco to the north and Santa Clara County to the south. Access from the site to I-280 is provided via Westborough Boulevard which connects to Sharp Park Road or Sneath Lane. The Coast Highway or State Route 1 (SR 1) is located about two miles west of the site and provides north/south access parallel to the coastline. Sharp Park Road provides an east/west connection from the site to the Coast Highway at Pacifica.

ROAD NETWORK

Direct access to the project site is provided via Moreland Drive, a narrow two-lane collector street. Moreland Drive becomes County Jail Road as it enters the site through a secured entrance. Roads providing east/west access to the site include: Sharp Park Road and College Drive to the north and Sneath Lane to the south. Sharp Park Road and College Drive are designated arterials, and Sneath Lane is a designated collector in the San Bruno General Plan.[2] The most direct routes to the site are via College Drive and Sneath Lane.

College Drive provides access to Skyline College and the Pacific Heights residential area. College Drive is a four to five-lane road with a center median and turn lanes at key intersections. Between Skyline Boulevard and Sheryl Drive, College Drive has three westbound and two

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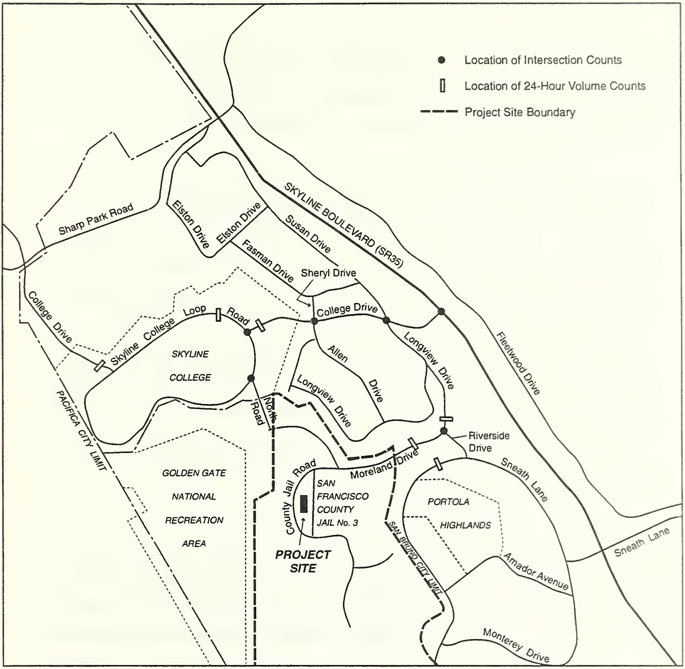
[1] Personal communication with California Department of Transportation, Public Information, October 15, 1997. 1996 Traffic Volumes.

[2] Street designations from the City of San Bruno 1984 General Plan and Environmental Impact Report, June 25, 1984.



Source: San Francisco County Jail No. 3 Campus Master Plan Traffic Study, RGM Associates, 11/18/93 and Draft Construction Traffic Routing and Control Plan, San Francisco County Jail No. 3, DKS Associates, prepared for Kennedy/Jenks Consultants, October, 1997.

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FIGURE C-1

Transportation Network

eastbound lanes. Between Sheryl Drive and Skyline College Loop Road, College Drive narrows to two lanes each direction. Access to the project site from College Drive occurs via Longview and Moreland Drives. Longview Drive is a broad two-lane collector street providing direct connections to the Pacific Heights neighborhood and to Moreland Drive for neighborhood circulation.

Sneath Lane provides access to the site via collector streets in the Portola Highlands neighborhood. Sneath Lane is a broad two-lane road that continues east of Skyline Boulevard as an arterial and connects to I-280. Sneath Lane is bordered by residential development west of Skyline Boulevard. Riverside Drive, which connects Sneath Lane to Moreland Drive, is a short, two-lane, three-block long collector street bordered by residential uses. Moreland Drive, which connects to County Jail Road, is a narrow residential collector street without sidewalks.

An emergency access road to the site is located at the northern edge of the site, off the Skyline College Loop Road, south of its intersection with College Drive. This road, referred to in this EIR as Jail North Road, is accessed through a parking lot of Skyline College. It is currently a 10-foot wide road with poor pavement condition. The road is chained-off and is not open for access, but could be used for emergency purposes. This road is proposed as a temporary construction route for the proposed project.

TRIP PATTERNS

The following types of trips are currently made to and from the County Jail No. 3/7 Complex: employee commute trips, delivery trips, service/maintenance trips, inmate shuttle trips, attorney visits, trips to and from the shooting range, and visitor trips. Staffing levels for the jail complex are relatively constant, but may vary day-to-day at a specific facility depending on inmate population and resulting staff assignments.[3] Deliveries to the County Jail No. 3/7 Complex are restricted to between 8:00 A.M. and 12:00 P.M. in the morning. Trips to and from the shooting range, used to train and qualify Sheriff's Department personnel in the use of firearms, are subject to the greatest variability. Some days the range is not in use, while other days it is used by up to 28 police officers according to shooting range staff.[4]

On weekdays, the highest concentration of vehicle trip-making activity occurs in the morning peak hour between 7:00 A.M. and 8:00 A.M. In 1993, it was estimated that the County Jail No. 3/7 Complex generated about 650 weekday vehicle trips. The A.M. peak hour is consistent with typical morning peaking patterns in residential areas between 7:00 A.M. and 8:00 A.M. Skyline College indicates that the morning peak at the College occurs after 8:00 A.M.[5] Trip estimates for the County Jail No. 3/7 Complex were based on an estimated average inmate population of 1,100 and an estimated employee population of 325.[6]

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[3] Personal communication with Dan Santizo, San Francisco County Sheriff's Department, October 17, 1997.

Visitor trips are restricted to Saturdays, Sundays, and holidays. Visitor hours are between 10:00 A.M. and 2:00 P.M. Daily traffic to and from the jail complex is higher on Sundays, the busiest visitor day, than it is on weekdays due to the addition of visitor traffic. The 1993 Saturday and Sunday vehicle trips were estimated to be about 550 and 720 trips, respectively. The weekend peak hour is 9:45 A.M. to 10:45 A.M.[7]

TRAFFIC OPERATIONS

The intersection analysis for the project site was based on peak period intersection counts and 24-hour two-way hose counts collected in 1992 for the San Francisco County Jail No. 3 Campus Master Plan, and 24-hour traffic counts conducted in August 1997 for use in the San Francisco County Jail No. 3 Replacement Project construction traffic routing and control plans.[8,9]

Traffic volume counts conducted on Moreland Drive (west of Riverside Drive) in 1992 (and updated in 1993 based on an increase in the number of Sheriff's Department deputies assigned to the site) over a 24-hour period were used to establish the trip generation to and from the County Jail No. 3/7 Complex and to establish the peak hour of travel for the project site. The peak hour of travel during a weekday for the County Jail No. 3/7 Complex was determined to be the A.M. peak hour between 7:00 A.M. and 8:00 A.M. Traffic generated from the site during the P.M. peak hour represents about 60% of the trips generated during the A.M. peak hour. Therefore, the traffic analysis was conducted for the A.M. rather than the P.M. peak period.

Manual turning movement counts were conducted in 1992 during the A.M. peak hour for six intersections in the vicinity of the project site (Figure C-1). The following intersections were selected based on their potential for being impacted by construction and operation of the proposed County Jail No. 3 Replacement Project:

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[4] San Francisco County Jail No. 3 Campus Master Plan Traffic Study, RGM Associates, November 18, 1993.
[5] San Mateo County Community College District response to NOP addressed to Lt. Michael La Vigne, October 30, 1997.
[6] San Francisco County Jail No. 3 Campus Master Plan Traffic Study, RGM Associates, November 18, 1993.
[7] Ibid.
[8] Ibid.
[9] Draft Construction Traffic Routing and Control Plan San Francisco County Jail No. 3, DKS Associates, prepared for Kennedy/Jenks Consultants, October, 1997.

- Skyline Boulevard/College Drive
- College Drive/Longview Drive/Susan Drive
- College Drive/Sheryl Drive/Allen Drive
- College Drive/Skyline College Loop Road
- Skyline College Loop Road/Jail North Road
- Moreland Drive/Riverside Drive

The 24-hour traffic volume counts collected in August 1997 (Figure C-1) were used to verify the current accuracy of the 1993 updated counts. The 1997 counts generally show lower approach volumes for the analyzed intersections than do the 1993 counts. In addition, updated Caltrans counts for Skyline Boulevard indicate that traffic volumes were less than two percent lower than the 1993 traffic volumes. Table C-1 provides a comparison of the relevant traffic volumes at the analyzed intersections. Typical normal daily traffic variations of up to ten percent would be expected with two independent counts. A temporary reduction in the inmate population at Jail No. 3 from an average of 750 to about 400 inmates in August 1997 likely accounts for the larger traffic reductions experienced on Moreland Drive.[10] Using the historical average inmate population for Jail No. 3 of 750 inmates (which is consistent with the 1993 updated counts) and assuming counts on Skyline Drive have not shown a great increase over the past three years, the 1993 updated counts would provide an accurate representation of present traffic volumes.

Signalized intersections were evaluated based on "Level of Service" (LOS), a measure of intersection performance based on average delays experienced by motorists. Service levels range from LOS A (free flow conditions with delays less than 5 seconds per vehicle) to LOS F (congested conditions with delays in excess of 60 seconds per vehicle). Generally LOS A, B, or C represent satisfactory conditions (delays of 25 seconds or less); LOS D represents conditions of noticeable delay (delays of 25 to 40 seconds); LOS E represents conditions where intersections are at or near capacity; and LOS F represents conditions where demand exceeds capacity. Appendix B describes the Levels of Service in greater detail.

The analysis of unsignalized intersections uses an estimated delay for traffic based on a required stop for some or all of the roads approaching the intersection. Traffic assessment at unsignalized

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[10] City and County of San Francisco Planning Department, Initial Study, County Jail No. 3 Replacement Project, September 26, 1997.

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TABLE C-1: 1992 and 1997 Traffic Volumes at Analyzed Intersections

Location	1993 (Updated 1992 Counts)	1996/1997 Counts
A.M. Peak Hour Counts		
Moreland Drive (west of Riverside Drive)	96	70
Riverside Drive (east of Moreland Drive)	172	61
Moreland Drive (east of Riverside Drive)	226	124
College Drive (east of College Loop Road)	496	474
College Loop Road (west of College Drive)	311	356
Daily Traffic Volumes		
Skyline Boulevard (College Drive)	21,300	--
Skyline Boulevard (Sneath Lane)	--	21,100
Skyline Boulevard (College Drive)	--	20,800

Source: San Francisco County Jail No. 3 Campus Master Plan Traffic Study, RGM Associates, November 18, 1993; County Jail No. 3 Construction Traffic Routing and Control Plans, DKS Associates, October 1997; and Caltrans Highway Counts, 1996.

intersections must account for the amount of traffic present at the intersection, but also human judgment of the driver in determining an acceptable gap that permits safely entering an intersection. The threshold for acceptable delays is lower at unsignalized intersections, as drivers must be alert to traffic conditions at all times, and the amount of delay is more variable than it is at signalized intersections. An average approach delay of five seconds or less per vehicle is defined as LOS A. LOS B and C generally represent satisfactory conditions. At LOS D, delays are more noticeable and at LOS E, conditions at intersections are at or near capacity. LOS F occurs when delays exceed 45 seconds per vehicle. Table C-2 provides a summary of the existing Level of Service at the intersections analyzed.

All of the stop-controlled or unsignalized intersections analyzed currently operate at LOS A during the A.M. peak hour. The signalized intersection at Skyline Drive and College Drive handles much higher volumes of traffic. It currently operates at LOS C during the A.M. peak hour.

IMPACTS - CONSTRUCTION

For the purpose of this EIR, a transportation impact resulting from construction of the proposed project would be significant if it were to:

- cause substantial degradation to existing pavement quality from construction trucks and equipment;

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TABLE C-2: Existing Intersection Level of Service - A.M. Peak Hour

Location	Approach	Delay (seconds)	LOS
Signalized Intersection			
Skyline Boulevard/College Drive	**Avg.**	**18.6**	**C**
Two-Way Stop Intersections			
College Drive/Longview Drive/Susan Drive	**Avg.**	**2.2**	**A**
	NB	0.3	B
	SB	15.6	C
	WB	0.3	A
	EB	0.3	A
Moreland Drive/Riverside Drive	**Avg.**	**1.0**	**A**
	NB	3.4	A
	EB	1.1	A
College Drive/College Loop Road	**Avg.**	**1.0**	**A**
	SB	2.0	
	WB	5.4	A
	EB	2.0	A
College Loop Road/Jail North Road	**Avg.**	**2.0**	**A**
	SB	2.0	A
	WB	4.7	A
Four-Way Stop Intersection			
College Drive/Sheryl Drive/Allen Drive	**Avg.**	**3.5**	**A**
	NB	3.9	A
	SB	2.9	A
	EB	1.6	A
	WB	3.9	A

Note: NB = northbound; SB = southbound; WB = westbound; and EB = eastbound.
Avg. = Average

Source: The Duffey Company, 1997.

- cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; or

- interfere with emergency access or evacuation plans.

Impact Analysis

Increase in Vehicular Traffic To and From Project Site and Degradation of Pavement Quality During Project Construction

Property owners near the project site have expressed concern over access to the site during construction of the proposed project. Residents along Moreland Drive are concerned about an increase in traffic and degradation of road conditions along that street associated with heavy construction vehicle (large trucks) traffic.

Skyline College has raised concerns about increased traffic congestion. Traffic and parking demand is most intense at Skyline College during the first three weeks of the fall and spring semesters. The greatest potential for conflicts with construction trucks occur during these periods. Skyline College has also raised concerns about the potential impacts on emergency access if the emergency Jail North Road is opened for access.

An analysis of the traffic that would be generated during construction of the proposed project was conducted as part of the Design Criteria Package developed for the City and County of San Francisco. This traffic analysis estimated the traffic to and from the project site during project construction and identified construction routing and control plans to guide the Design-Build-Lease contractor. The estimated duration of project construction used for this traffic analysis was three and one-half years.[11] The number of daily vehicle trips during project construction was projected, and the impact of this traffic on the road surfaces was evaluated based on the Traffic Index, a measure of the ability of the roadway pavement to handle heavy construction vehicles.[12]

It was estimated that 110 construction employees would travel to and from the project site each weekday, resulting in 220 trips by personal vehicles. If all of these trips used Moreland Drive to access the site, the number of A.M. peak hour trips on Moreland Drive would increase by about 60 percent and would be noticeable to residents along that street. However, the intersection of Moreland Drive and Riverside Drive would continue to operate at LOS A. Therefore, construction of the proposed project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system in the project area.

An average of 8 heavy construction vehicles would travel to and from the project site each weekday, resulting in about 16 daily heavy construction vehicle trips. To determine the potential impact of the increase in heavy construction vehicles on the pavement surface, an assessment was made of the Traffic Index (TI), a measure of the pavement surface standards required to accommodate a certain weight and vehicle type. A TI of 6.0 for any road used by heavy construction vehicles was calculated.[13] This standard would be applied to road surfaces in the project vicinity which would be used by heavy construction vehicles.

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[11] DKS Associates, Draft Construction Traffic Routing and Control Plans, County Jail No. 3 Replacement Project, October 6, 1997, prepared as a sub-consultant to Kennedy/Jenks Consultants.

[12] Traffic Index calculations were performed using the methodology described in Topic 603 of Caltrans Highway Design Manual - Traffic Data for Structural Section Design.

[13] The Highway Design Manual recommends a TI of 8.0 for undeveloped and residential area streets and a TI of 10.0 for business districts or streets with moderate traffic flows.

Two alternate routes were considered as potential construction routes for heavy construction vehicles (see the Project Description for descriptions of these construction routes). Neither of these routes would affect access to Sweeney Ridge of the Golden Gate National Recreational Area.

Both Alternate Route 1 (College Drive/Jail North Road) and Alternate Route 2 (College Drive/Longview Drive/Moreland Drive) would be adequate for heavy construction vehicles based on the construction traffic analysis and the initial TI assessment with the exception of two segments, Jail North Road and Moreland Drive, west of Riverside Drive. The selection of the preferred route would be based on the cost of road construction or repair, analysis of the existing roads and their underlying soil conditions, and input from local jurisdiction agencies. Jail North Road would require temporary improvements and Moreland Drive, west of Riverside Drive, may require improvements to accommodate construction traffic. Construction of the proposed project would not cause substantial degradation to the existing pavement quality of roads from use by heavy construction vehicles during project construction if the mitigation measure listed below were implemented.

Alternate Route 2 is recommended as a major access route for construction employee personal vehicles. Use of this route for personal vehicles would have temporary impacts on the residential neighborhood adjacent to the project site as a result of the increase in construction employee trips to and from the site, but would not result in a substantial increase in the traffic in relation to the existing traffic load and capacity of the roads along this route.

Heavy construction vehicle traffic during project construction would not interfere with emergency access or evacuation plans for Skyline College because the number of daily heavy construction vehicle trips would be minimal (16 trips). In addition, in the event of an emergency at Skyline College, Jail North Road would be closed to use by construction vehicles.

IMPACTS - OPERATION

For the purpose of this EIR, a transportation impact resulting from operation of the proposed project would be significant if it were to:

- cause an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system; or
- interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards.

All of the analyzed intersections are located within the City of San Bruno. The City of San Bruno does not have adopted Level Of Service (LOS) criteria.[14] The City/County Association of Governments of San Mateo County have adopted LOS standards for roadway segments and intersections included on the San Mateo County Congestion Management Plan (CMP) Network.[15] None of the analyzed intersections are part of the San Mateo County CMP. Two segments of Skyline Boulevard are included in the CMP and have adopted LOS standards: San Francisco County Line to Sneath Lane (LOS E) and Sneath Lane to I-280 (LOS F).

LOS D is considered to be a generally acceptable Level of Service in urban areas. In some suburban locations, LOS C is the desired Level of Service standard. For the purpose of this EIR and in the absence of locally adopted criteria, transportation impacts during operation of the proposed project were considered to be significant if the Level of Service at any analyzed intersections would drop to LOS D or worse.

Impact Analysis

Increase in Vehicular Traffic To and From Project Site During Project Operation

Most of the County Jail No. 3 Replacement Project facilities would serve the County Jail No. 3/7 Complex; however, the expanded kitchen, laundry, and new bakery would serve the entire City and County of San Francisco Jail System. The project improvements that would have a potential impact on the transportation network and trip-making patterns are described further below.

The new Housing Building would have a total of 384 cells that could accommodate a maximum of 768 inmates. The existing Jail No. 3 , which has 464 cells and two 45-bed dormitories, is designed to accommodate a maximum of 554 inmates. Historically, Jail No. 3 has accommodated a maximum of about 800 inmates and 750 inmates on average.[16] The number of inmates was reduced to about 400 in 1997, due to concerns regarding jail overcrowding and deteriorated conditions of the building. For the purpose of the traffic analysis, a maximum population of 750 inmates was assumed for Jail No. 3. This figure is consistent with the jail population when the previous traffic counts were conducted and is typical of jail conditions in recent years.[17] Therefore, the maximum inmate population at Jail No. 3 would increase by about 18 inmates under the proposed project.

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[14] Personal communication with Augustine Chow, City of San Bruno Department of Public Works, December 18, 1997.

[15] San Mateo County Congestion Management Plan, City/County Association of Governments of San Mateo County, October 9, 1997.

[16] Inter-Office Correspondence from San Francisco Sheriff's Department to San Francisco Public Works Department, August 14, 1997.

[17] Personal communication with Lisa Posternak, San Francisco Planning Department, October 15, 1997.

The expanded kitchen, laundry, and new bakery facilities (which will serve the entire City and County of San Francisco Jail System) are expected to generate about the same number of truck trips on a daily basis as do the existing kitchen and laundry facilities. The New Barn and Chicken Coops currently function as the warehouse for the County Jail No. 3/7 Complex (see Project Description). Under the proposed project, the warehouse would increase in size and be placed in the Administrative/Services Building. As the warehouse would increase in size, it would generate less truck trips because more supplies could be stored in the larger space and would need to be replenished less frequently. Overall, the number of truck trips associated with operating the kitchen, laundry, and warehouse would remain about the same under the proposed project.

The shooting range will be relocated to a site at the San Francisco International Airport prior to construction of the jail replacement facilities. Relocation of the shooting range is not part of the proposed Jail No. 3 Replacement Project; therefore, it is not analyzed in this EIR. While the shooting range was in use on the day that previous traffic counts were taken, the number of persons using the facility at that time was not known.[18] For a conservative analysis of the traffic impacts, no adjustments were made to the trip generation rates for removal and relocation of the shooting range.

The proposed project includes upgrades to the existing roads and parking lots within the County Jail No. 3/7 Complex. The existing main access road on the project site would be partially realigned and widened from one to two lanes to allow wide trucks and buses to pass safely. Portions of the road would be repaved. A new two-lane loop road around the proposed replacement County Jail No. 3 Housing and Administrative/Services Buildings would be constructed. Existing internal service roads would be improved to provide access to new buildings. These road improvements would alter on-site circulation, but would not be expected to change trip-making characteristics.[19]

Existing staff and visitor parking lots would be replaced by new segregated, standard paved parking areas for staff and visitors. The staff lot would accommodate about 198 cars, and the visitor lot would accommodate about 100 cars. The existing parking on the project site accommodates about the same number of vehicles. Based on historic parking demand patterns, these lots would be expected to fully meet the parking demand on-site and are not further analyzed in this EIR.

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[18] San Francisco County Jail No. 3 Campus Master Plan Traffic Study, RGM Associates, November 18, 1993.

[19] City and County of San Francisco, Planning Department, Initial Study, County Jail No. 3 Replacement Project, September 26, 1997.

Existing travel demand for the County Jail No. 3/7 Complex was estimated based on two trip generation components: trip generation rates per employee and trip generation rates per inmate. The per employee trip rate includes employee commute, attorney visits, delivery, service/maintenance, inmate shuttle, and shooting range trips. The per inmate trip rate accounts for visitor trips. The trip generation rates used in the analysis were developed based on previous 24-hour traffic counts at Moreland Drive and figures of 325 employees and an inmate population of 1,100 for the County Jail No. 3/7 Complex. Table C-3 shows the existing trip generation rates for the County Jail No. 3/7 Complex.

During the A.M. peak hour, 70% of the trips are assumed to be inbound to the jail complex and 30% are assumed to be outbound from the jail complex.[20] Trip distribution patterns were developed for the proposed project based on existing travel patterns on the road network. Figure C-2 shows the distribution patterns for the County Jail No. 3 Replacement Project.

Table C-3 shows the estimated number of weekday and weekend trips to and from the County Jail No. 3/7 Complex under existing conditions and under the proposed project. Operation of the proposed County Jail No. 3 Replacement Project would not result in an increase in weekday trips to and from the jail complex during the A.M. peak hour, because the number of employees at Jail No. 3 would remain the same under the proposed project (about 260 on a typical weekday and about 163 on a typical weekend day). The number of weekend trips to and from the jail complex would increase by about 6 trips associated with the small increase in maximum inmate population in Jail No. 3 (18 inmates) under the proposed project.

Impact of Vehicular Traffic During Project Operation on Intersection Level of Service

Table C-4 shows the estimated intersection Levels Of Service in the A.M. peak hour during operation of the proposed County Jail No. 3 Replacement Project. During the A.M. peak hour, there would be no change in the intersection Level of Service resulting from the operation of the proposed project. No new trips would be added to the surrounding road network on weekdays; on weekends, six new trips would be added to the surrounding road network. Therefore, operation of the proposed project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system in the project area.

Future traffic conditions for year 2002, the first year of anticipated operation of the County Jail No. 3 Replacement facility, were projected for the analyzed intersections. Growth in the vicinity of

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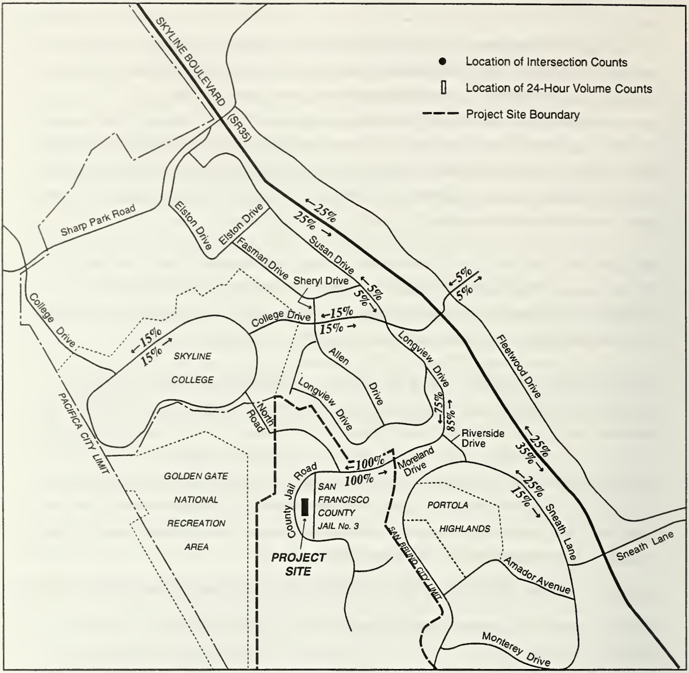
[20] The inbound/outbound splits for jail generated travel were based on the 1992/93 traffic counts by RGM Associates.



Source: San Francisco County No. 3 Campus Master Plan Traffic Study, RGM Associates, 11/18/93.

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FIGURE C-2

Daily Vehicle Trip Distribution

97.368E: County Jail No. 3 Replacement Project

TABLE C-3: Vehicle Trip Generation of Existing and Proposed County Jail No. 3/7 Complex Facilities

		Existing		Proposed Project		
	Trip Rates	Number of Employees or (Inmates)	Number of Trips	Number of Employees or (Inmates)	Number of Trips	Net Increase in Trips
Weekday Trips						
Employee Based Trips						
Weekday A.M. Peak Hour Trips	0.37	260	96	260	96	+0
Weekday Daily Trips	2.50	260	650	260	650	+0
Weekend Trips						
Employee Based Trips						
Weekend Daily Trips	2.52	163	411	163	411	+0
Visitor Trips						
Weekend Daily Trips	0.33	(1,100)	363	(1,118)	369	+6
Total Weekend Trips			774		780	+6

Sources: San Francisco County Jail No. 3 Campus Master Plan Traffic Study, RGM Associates, November 18, 1993 and San Francisco Planning Department.

the project site was expected to occur as a result of an increase in through traffic on Skyline Boulevard, an increase in student enrollment at Skyline College, and the construction of a 40-unit subdivision at Goodwin and Longview Drives. An annual background growth rate of 1% was assumed to occur on Skyline Boulevard. While recent counts reflect a stabilization of traffic volumes on Skyline Boulevard (over the past six years), a conservative estimate of future background growth was made. A projected increase of 13 percent in student enrollment at Skyline College from 8,600 to 11,000 would occur over the next 10 years by the Year 2002. This is expected to result in a comparable 13 percent growth of traffic on College Drive.[21] The approved 40-unit College Heights subdivision at Goodwin and Longview Drives would add 37 A.M. peak hour trips to the project vicinity.[22] These trips were distributed to College Drive via the Allen Drive and Longview Drive intersections.

Table C-4 shows the estimated intersection Levels of Service in the A.M. peak hour in year 2002 with the proposed project. In year 2002, background traffic growth would result in an increase in vehicular delay at the College Drive/Skyline Boulevard, Longview Drive/Susan Drive, Sheryl Drive/Allen Drive, College Loop Road, and Jail North Road intersections. The intersection of

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[21] San Mateo County Community College, October 30, 1997 letter to Lieutenant Michael La Vigne, San Francisco County Sheriff's Department from Barbara Christensen, Director of Community and Government Relations.

[22] College Heights Traffic Study Transportation Element of Draft EIR, June 16, 1987, DKS Associates.

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TABLE C-4: Existing and Future Intersection Level of Service - A.M. Peak Hour

Location	Approach	Existing		Existing with Proposed Project		Future 2002 with Proposed Project	
		Delay	LOS	Delay	LOS	Delay	LOS
Signalized Intersection							
Skyline Boulevard/ College Drive		18.6	C	18.6	C	31.9	D
Two-Way Stop Intersections							
College Drive/Longview Drive/ Susan Drive	**Avg.**	**2.2**	**A**	**2.2**	**A**	**2.6**	**A**
	NB	5.9	B	5.9	B	6.9	B
	SB	14.7	C	14.7	C	18.8	C
	WB	0.4	A	0.4	A	0.4	A
	EB	0.4	A	0.6	A	0.9	A
Moreland Drive/ Riverside Drive	**Avg.**	**1.9**	**A**	**1.9**	**A**	**1.9**	**A**
	NB	3.3	A	3.3	A	3.3	A
	WB	1.4	A	1.4	A	1.4	A
College Drive/ College Loop Road	**Avg.**	**1.9**	**A**	**1.9**	**A**	**1.9**	**A**
	NB	2.7	A	2.7	A	2.7	A
	SB	5.4	B	5.4	B	5.8	B
	WB	0.6	A	0.6	A	0.7	A
College Loop Road (South)/ Jail North Road	**Avg.**	**1.7**	**A**	**1.7**	**A**	**1.9**	**A**
	SB	0.4	A	0.1	A	0.1	A
	WB	4.2	A	4.2	A	4.7	A
Four-Way Stop Intersection							
College Drive/Sheryl Drive/ Allen Drive	**Avg.**	**3.5**	**A**	**3.5**	**A**	**4.6**	**A**
	NB	3.9	A	3.9	A	4.8	A
	SB	2.9	A	2.9	A	3.3	A
	EB	1.6	A	1.6	A	1.6	A
	WB	3.9	A	3.9	A	5.3	B

Note: Avg. = Average

Source: The Duffey Company, October, 1997.

College Drive and Skyline Boulevard would degrade from LOS C to LOS D. The remaining intersections would continue to operate at LOS C. The contribution of the County Jail No. 3 Replacement Project to degradation of the LOS at College Drive and Skyline Boulevard relative to future vehicle trips associated with growth in the project area would be negligible because operation of the project would not result in an increase in weekday trips to and from the County Jail No. 3/7 Complex during the A.M. peak hour (see the analysis of increase in vehicular trips to and from the project site during project operation, above).

MITIGATION MEASURES - CONSTRUCTION

Implementation of the following mitigation measures would reduce the impacts of an increase in vehicular traffic and degradation of pavement quality during project construction to a less-than-significant level:

Mitigation Measure C.1

The City and County of San Francisco (or its designee), in consultation and cooperation with the City of San Bruno, shall perform a pavement survey of streets which may be affected by construction activities before and after project construction. These surveys shall be performed in accordance with the December 1988 Metropolitan Transportation Commission Pavement Management System Users Guide (MTC Pavement Condition Index (PCI)) and used to determine the most effective construction routing patterns. Temporary road surface improvements may be required to accommodate construction traffic. Upon completion of construction of the proposed project, the City of San Francisco shall compensate the City of San Bruno for any decline in the PCI attributable to construction of the proposed project.

Mitigation Measure C.2

The construction contractor shall develop a Transportation Management Plan (TMP) for the proposed project. The TMP shall be reviewed by the City of San Bruno and approved by the City and County of San Francisco prior to the start of project construction. The TMP shall prohibit the use of Sneath Lane and Riverside Drive as the construction route for construction employee personal vehicles and heavy construction vehicles; designate Alternate Route 2 as the construction route for construction employee personal vehicles, and specify that the construction contractor and independent environmental monitor shall enforce this use of Alternate Route 2; and, based on the results of the PCI survey performed before project construction and other factors, designate Alternate Route 1 or Alternate Route 2 as the preferred construction route for heavy construction vehicles.

Mitigation Measure C.3

If Alternate Route 1 is selected as the preferred route for heavy construction vehicles, the construction contractor shall schedule periods of intense haul activity during construction to avoid the three week periods at the beginning of the fall and spring semesters at Skyline College. At the direction of the City and County of San Francisco, the construction contractor shall install a gate to control access to and from Jail North Road. In addition, the construction contractor shall post a security guard and flag person at the gate at all times the gate is open for construction access, to monitor use of the route and coordinate access (egress) in the event of an emergency.

Mitigation Measure C.4

As a safety precaution, the construction contractor shall be responsible for placing signs along routes used by heavy construction vehicles to alert motorists to construction activity prior to the start of project construction.

MITIGATION MEASURES - OPERATION

Operation of the proposed project would not have a significant impact on transportation. Therefore, no mitigation measures are required.

D. NOISE

SETTING

Characteristics of Environmental Noise

Environmental noise is usually measured in A-weighted decibels, or dBA. The A-weighting is a method of taking into account the sensitivity of the human ear to various frequencies in the sound spectrum. In general, a difference of 3 dBA is perceptible to the human ear, while a difference of 10 dBA is perceived as a doubling of loudness. Because sound levels at a single location can vary over time (e.g., morning rush-hour traffic is considerably louder than traffic at 1:00 A.M.), individual sound level measurements taken at a site over a given time period are averaged and expressed as the energy-averaged sound level, or L_{eq}. Table D-1 provides examples of typical sound levels of various sources.

Many local communities use 24-hour noise descriptors to regulate environmental noise; 24-hour descriptors take into account human sensitivity to nighttime noise by weighting average hourly nighttime noise levels prior to averaging all 24 hours of sound level data. The CNEL is one such descriptor; the CNEL is determined by adding 10 dBA to noise levels generated between 10:00 P.M. and 7:00 A.M. and 5 dBA to levels generated between 7:00 P.M. and 10:00 P.M. before averaging the 24 hours of sound level data.

Ambient noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, trains, and airplanes, and stationary sources such as machinery or industrial operations. Often "background" noise sources can contribute substantially to an ambient noise environment; background noise sources can include birds chirping, an occasional vehicle passing by, or a television or radio. Noise generated by a stationary, or "point" source, generally attenuates at 6 dBA per doubling of distance. Thus a noise level of 70 dBA measured 50 feet from the source would be reduced to about 64 dBA at a distance of 100 feet, and to about 58 dBA at a distance of 200 feet.

Existing Sound Levels and Noise-Sensitive Receivers in the Project Area

Ambient sound levels were monitored in three areas in the vicinity of the proposed County Jail No. 3 Replacement Project over a one week period to characterize the existing noise environment. Monitoring locations were chosen to represent on-site and off-site receptors

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TABLE D-1: Typical Noise Levels

Noise Source	Sound Level (dBA)
Jet Takeoff at 200 feet	110
Busy Urban Street	90
Typical Freeway Traffic at 50 feet	70
Conversation at 6 feet	60
Typical Office Interior	50
Soft Radio Music	40
Residential Interior	30
Whisper at 6 feet	20
Human Breathing	10

Source: Wilson, Ihrig & Associates, 1997.

potentially affected by construction noise associated with the proposed project. Sound level monitoring locations are described below:

- 3371 Sneath Lane. This monitoring location was chosen to represent residential receivers adjacent to the eastern edge of the project site.
- 3330 Longview Drive. This monitoring location was chosen to represent residential receivers adjacent to the northern edge of the project site.
- Monitoring was conducted in the parking area in front of the County Jail No. 3/7 Complex and along the roadway serving the Farming and Horticultural Buildings. These measurements were conducted to characterize onsite existing noise levels associated with jail-related activities.

Table D-2 summarizes the results of the sound monitoring survey. At off-site monitoring locations, sound levels typically varied between 55 and 60 dBA during daytime hours (7:00 A.M. to 9:00 P.M.) and dropped to 40-50 dBA (along Longview Drive) and 45-50 dBA (along Sneath Lane) during nighttime hours. Also, average daily sound levels were generally higher off-site than on the site, likely the result of local traffic noise near residences surrounding the area.

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TABLE D-2: Ambient Sound Monitoring Results

Noise Descriptor	Measured Average Sound Level, dBA		
	Sneath Lane	Longview Drive	On-Site Exterior Areas
L_{eq} - Day (7:00 A.M. to 6:00 P.M.)	55-61	55-58	52-56
L_{eq} - Evening (6:00 P.M. to 10:00 A.M.)	49-58	46-53	50-52
L_{eq} - Night (10:00 P.M. to 7:00 A.M.)	49-55	47-52	47-49
CNEL	58-63	57-60	55-57

dBA = A - weighted decibels
Leq = energy-averaged sound level
CNEL = community noise equivalent level

Regulatory Setting

Responsibility for noise control is shared among federal, state, and local levels of government. Federal and state noise regulations focus on noise issues associated with transportation noise sources and on sound insulation criteria for new residential and institutional building construction. Local agencies, including cities and counties, have the primary responsibility for establishing community noise limits and for determining what land use types are compatible with a given noise environment. City and county Noise Elements to the General Plan usually identify maximum recommended ambient noise levels for new residential, commercial, institutional and industrial development. Often cities and counties also develop noise ordinances to provide a means of enforcing restrictions on noise-generating activities.

The project site is within the boundary of unincorporated San Mateo County, but is owned by the City and County of San Francisco. The northern and eastern property boundaries border the City of San Bruno, and the southern and western property boundaries border San Mateo County.

The City of San Bruno Noise Ordinance establishes restrictions on noise-generating construction activities within 500 feet of residential zones: daytime construction noise (i.e., construction noise generated between 7:00 A.M. and 10:00 P.M.) is limited to 85 dBA at a distance of 100 feet from the noise source, and nighttime construction noise is limited to 60 dBA at 100 feet from the noise source. Any construction generated noise that would exceed these thresholds would require a permit from the Director of the Department of Public Works. In addition, a City of San Bruno ordinance prohibits the generation of noise levels exceeding ambient levels at the affected property plane by 10 or more dBA. In residential areas where the daytime ambient noise level is measured at less than 60 dBA, the ambient level for the purposes of the Noise Ordinance is assumed to be 60 dBA.

The County of San Mateo has established exterior noise level standards for residences, schools, churches, and other noise-sensitive land uses. These standards limit the cumulative number of minutes in any hour that a given sound level may be exceeded. During daytime hours (7:00 A.M. to 10:00 P.M.), sound levels at the receiving property may not exceed 55 dBA for more than 30 minutes, 60 dBA for more than 15 minutes, 65 dBA for more than 5 minutes, and 70 dBA for more than 1 minute. However, construction activities taking place between the hours of 7:00 A.M. and 6:00 P.M. on weekdays, and between 9:00 A.M. and 5:00 P.M. on Saturdays, are exempt from these noise limits.

IMPACTS

The proposed project would generate noise primarily as a result of construction activities. The Initial Study for the proposed project (Appendix A) indicates that noise associated with operation of the proposed project would not differ substantially from the existing noise generated by the existing County Jail No. 3/7 Complex.

Noise impacts during project construction could result from the operation of construction equipment and from vehicular traffic to and from the construction site. The magnitude of the construction noise impact typically depends on the type of construction activity, the sound level generated by the various pieces of construction equipment in operation, the duration of the construction noise, the distance between the noise source and receptor, and the presence or absence of noise barriers.

The construction equipment noise estimates for each construction phase are based on simultaneous operation of the noisiest two pieces of construction equipment operating continuously at full load; this approach was developed for predicting construction noise levels for transit projects, and is consistent with impact assessment methodologies identified in Environmental Protection Agency and other regulatory agency documents.[1] Construction traffic noise levels were estimated using Federal Highway Administration/Caltrans vehicle noise emission data, available traffic volume data for streets in the project area, and assumed average vehicle speeds.

Construction of the proposed County Jail No. 3 Replacement Project facilities would take place in three phases. Phase 1 would involve construction of the new jail facilities; Phase 2 would involve transferring inmates from the existing Jail No. 3 building to the new Housing Building; and Phase 3 would consist of the demolition of the existing Jail No. 3 building. The entire construction period, including all three phases, would require 3.5 to 4 years. About 1.5 years would be spent working on the interior of the new Housing Building. For the purposes of this noise analysis, a construction schedule was developed based on available estimates of construction activity types and durations. Table D-3 describes the anticipated construction schedule and identifies the noisiest equipment types likely to be in use during each construction phase.

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[1] Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, EPA 1971, and Transit Noise and Vibration Impact Assessment, USDOT 1995.

Receptors that could be affected by construction-generated noise include inmates and prison employees in buildings adjacent to the construction site, inmates in the outdoor exercise area, residents close to the construction site, and residents along roads serving the construction site. Inmates, prison employees, and residents adjacent to the project site would be affected primarily by noise from on-site construction equipment, while residents along roadways serving the construction site would be affected primarily by construction traffic noise.

The project sponsor will incorporate standard noise control measures into the construction specifications for the proposed project. These noise control measures are summarized below:

- Equipment and trucks used for project construction shall be equipped with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of silencers, shields, shrouds, ducts, and engine enclosures) in order to minimize construction noise impacts. At the initial phase of construction, the project sponsor shall require that all construction equipment (except for impact tools, pavement breakers and jackhammers) be tested to ensure that equipment noise does not exceed 80 dBA at 100 feet. New equipment shall also be tested for noise compliance prior to use on the site. In addition, periodic monitoring of noise shall be conducted at the construction site (once every six months, at a minimum) to ensure that the equipment remains in compliance with the noise standard.

- All construction activities shall be limited to daytime working hours (7:00 A.M. to 5:00 P.M., weekdays only) in all project construction areas. These working hour restrictions shall also apply to haul and delivery trucks, and would generally include employee trucks and vehicles driving to and from the site during this time period.

- Hydraulically or electrically powered impact tools (e.g., jack hammers, pavement breakers, and rock drills) shall be use wherever possible to avoid noise associated with compressed

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TABLE D-3: Anticipated Construction Schedule And Construction Equipment

	Estimated Duration[1]	Representative Construction Equipment[2]
Phase 1: Construction of New Jail No. 3 Buildings		
Ground Clearing	8 weeks	Trucks, scrapers
Excavation	20 weeks	Rock drill, truck
Foundations	24 weeks	Jack hammer, concrete mixer
Erection and Exterior Finishing	72 weeks	Rock drill, truck
Interior Finishing	36 weeks	Trucks
Phase 2: Transfer of Inmates and Operations from Existing Jail No. 3 Building to New Jail No. 3 Buildings		
Transfer	9 weeks	N/A
Phase 3: Demolition of Existing Jail No. 3 Building		
Demolition	24 weeks	Jack hammer, backhoe "ram"
TOTAL: ALL PHASES	169 weeks	

1. Total weeks of construction do not sum directly, as some phases may overlap.
2. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, EPA 1971.

air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; external jackets on the tools themselves shall be used where feasible.

- Hospital grade mufflers shall be installed on all stationary noise sources located within 200 feet of any sensitive noise receptors (e.g., residences and schools). Stationary noise sources shall comply with the noise standard and shall be located as far from adjacent or nearby sensitive receptors as possible. If they must be located near existing receptors (closer than 200 feet), they shall be contained within temporary enclosures.

- Contractors shall be required to use construction techniques that minimize noise and vibration levels. All soldier piles shall be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary.

- Enclosures for all project-related noise sources (e.g., pumps, blowers, fans, emergency generators) shall be designed to provide maximum noise attenuation to maintain existing noise levels to the extent feasible. Such enclosures could include: installation of acoustical louvers or mesh grilles on all openings to buildings which house pumps, blowers, generators, or other noise-generating equipment; use of masonry building materials for maximum noise attenuation; and location of vent openings on the sides of enclosures away from sensitive receptors. Acoustical design features of enclosures shall be specified prior to approval of project plans.

A project would normally have a significant noise impact if it conflicted with the adopted environmental plans and goals of the community in which it is located, or substantially increased the ambient noise levels in adjoining areas. Short-term noise impacts, such as those generated by construction noise, are generally assessed on the basis of their potential to disturb receptors during noise-sensitive hours or violate local construction noise ordinances. No specific criteria have been established by state or federal agencies to determine the significance of impacts associated with changes in ambient noise due to construction activities.

For the purpose of this EIR, noise generated as a result of construction of the proposed project would be considered significant if it were to:

- violate the noise levels or construction hours established in applicable noise ordinances, including the City of San Bruno and San Mateo County Noise Ordinances;
- substantially increase noise levels at noise-sensitive land uses over an extended period of time (a substantial noise level increase would be 10 dBA above the ambient noise level, as identified in the City of San Bruno Noise Ordinance);
- substantially increase noise levels at noise-sensitive land uses during early morning or nighttime hours over an extended period of time;
- increase interior noise levels above acceptable noise levels (i.e., nuisance noise levels) for activities in interior work spaces (i.e., 63 to 78 dBA); or
- increase outdoor noise levels above acceptable noise levels (i.e., nuisance noise levels) for outdoor recreational activities.

Impact Analysis

Noise levels generated by construction equipment operation were estimated based on simultaneous operation of the noisiest two pieces of construction equipment continually operating at full load. Noise levels at on-site and off-site receptors were calculated based on the distance between the construction site and the receptor; Table D-4 provides the results of these calculations. Construction noise was estimated at 100 feet from the construction site (to evaluate on-site noise impacts), at residential receptors along Sneath Avenue (east of the project site), and at residential receptors along Longview Avenue (north of the project site). Because construction activities would take place only during daytime hours as discussed above, predicted construction noise levels at these locations were compared to existing ambient daytime noise levels in these areas.

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TABLE D-4: Estimated Construction Equipment L_{eq} Noise Levels (dBA)

Construction Phase	100 feet from Construction Site	Sneath Avenue Residences	Longview Avenue Residences	Jail Exterior Areas
Phase 1: Construction of New Jail No. 3 Buildings				
Ground Clearing	85	58	59	67
Excavation	91	64	65	73
Foundations	82	55	56	64
Erection / Exterior Finishing	83	64	65	73
Interior Finishing	91	-	-	-
Phase 2[1]: Transfer of Inmates and Operations from Existing Jail No. 3 Building to New Jail No. 3 Buildings				
Transfer	-	-	-	-
Phase 3: Demolition of Existing Jail No. 3 Building				
Demolition	89	61	62	-

1. Noise level increases associated with transferring inmates and operations from the existing to the new Jail No.3 buildings were assumed to be inconsequential.

Increase in Noise Levels At Off-Site Receptors as a Result of Operating Construction Equipment

Construction-generated noise levels at residences along Sneath Avenue would range from about 55 to 64 dBA, depending on the construction phase. Existing ambient daytime noise levels in this area are generally between 55 and 61 dBA. During the noisier construction phases (i.e., excavation, exterior finishing, and demolition), construction noise would likely create a noticeable, but not substantial noise level increase in this residential area.

Construction-generated noise levels at residences along Longview Avenue would range from about 56 to 65 dBA, depending on the construction phase. Existing ambient daytime sound levels in this area are generally between 55 and 58 dBA. During the noisier construction phases (i.e., excavation, exterior finishing, and demolition), construction noise would likely create a noticeable, but not substantial noise level increase in this residential area.

Construction activities would take place over several weeks, and construction noise would likely create a noticeable noise level increase at residential areas near the project site. However, construction activities and associated noise would be intermittent and temporary, and construction-generated noise levels would not exceed the ambient noise level at nearby residential areas by 10 or more dBA. Therefore, construction-generated noise levels at the residential areas would not violate the City of San Bruno Noise Ordinance. In addition, as construction activities would take place between 7:00 A.M. and 6:00 P.M. on weekdays and between 9:00 A.M. and 5:00 P.M. on Saturdays, construction-generated noise levels at the residential areas would not violate the San Mateo County Noise Ordinance.

Increase in Noise Levels At On-Site Receptors as a Result of Operating Construction Equipment

As shown in Table D-4, estimated exterior construction-generated noise levels would range from 82 to 91 dBA at 100 feet, depending on the construction phase and the type and number of construction equipment in operation.

On-site receptors affected by construction noise include occupants of buildings adjacent to the construction site, and users of the existing Jail No. 3 outdoor exercise area about 450 feet from the construction site.

At jail buildings adjacent to the construction site, interior noise levels would highly depend on the location and intensity of specific construction activities. Existing interior daytime noise levels at these buildings likely range from 40 dBA to 60 dBA, depending on the presence or absence of inmate activity.[2] During construction on the north side of the proposed Housing and Administrative Services Buildings, existing jail buildings would be as close as 100 feet from the construction site. Exterior noise levels associated with construction activities at this distance could range from 82 to 91 dBA. While the amount of noise attenuation provided by a structure varies widely depending on the building construction, standard building construction practices generally yield an exterior-to-interior sound level reduction of about 20 dBA.[3] Based on this sound level reduction, resulting interior noise levels during project construction could range from 62 to 71 dBA, depending on the location and intensity of specific construction activities. While construction noise would create a noticeable noise level increase in the interior of buildings adjacent to the construction site, the interior noise levels during project construction would be acceptable for activities in interior work spaces.

Construction noise at the existing Jail No. 3 outdoor exercise area would generally range from 66 to 75 dBA during construction of the new Jail No. 3 buildings. Typical daytime sound levels in this area depend on the presence or absence of outdoor inmate activities; generally, average ambient daytime sound levels are between 52 to 58 dBA. While construction noise would create a noticeable noise level increase at the outdoor exercise areas, the outdoor noise levels during project construction would be acceptable for outdoor recreational activities.

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[2] This estimate is based on sound levels typical of office and residential environments.

[3] Noise Guide Book, U.S. Department of Housing and Urban Development, Office of Policy Development and Research, Research Utilization Division, HUD 004114, 1980.

Increase in Noise Levels along Residential Streets as a Result of Construction Traffic

Project construction would generate about 200 personal (i.e., construction employee) vehicle trips and 16 heavy truck trips daily. Construction traffic would access the project site via one of two routes described in the Project Description. Alternate Route 1 includes College Drive, College Loop Road, and Jail North Road. Both College Drive and College Loop Road are major arterials. Additional construction automobile and truck traffic on these roads would increase hourly average traffic noise levels slightly (by about 2 dBA) during morning and evening commute hours. Traffic noise levels during off-peak daytime hours would be affected only marginally during the construction period. Therefore, the noise from construction traffic along Alternate Route 1 would not substantially increase noise levels along residential streets.

Alternate Route 2 includes College Drive, Longview Drive, Sneath Lane, and Moreland Drive. Sneath Lane, Longview Drive, and Moreland Drive are bordered by residential neighborhoods. The current automobile traffic along these residential streets is relatively low, and the current truck traffic along these streets is estimated to be relatively low. Construction automobile and truck traffic on these roads would noticeably increase hourly average traffic noise levels noticeably (by about 5 to 7 dBA) before and after project construction hours, and traffic noise levels during project construction hours would be affected only marginally. Therefore, the noise from construction employee traffic along Alternate Route 2 would not substantially increase noise levels along residential streets. However, current truck volumes along residential streets of Alternate Route 2 are estimated to be low, and construction truck traffic along Alternate Route 2 during early morning hours could substantially increase noise levels along residential streets. If construction activities, including truck traffic, occur outside the time limits of the San Mateo County Noise Ordinance, approval from San Mateo County would be required.

MITIGATION MEASURES

Implementation of the following mitigation measures, in addition to those measures to be incorporated into the project construction specifications by the project sponsor, would mitigate the potential noise impacts associated with construction of the proposed project to a less-than-significant level:

Mitigation Measure D.1

The project sponsor shall develop and implement a community notification program that includes notifying residents in communities surrounding the project area of the proposed construction schedule and construction truck traffic routes.

E. AIR QUALITY

SETTING

The project site is in the San Francisco Bay Area (Bay Area) air basin, characterized as a large, shallow basin surrounded by coastal mountain ranges and sheltered inland valleys. The project site is located west of the San Bruno gap of the eastern peninsula in an unincorporated area of San Mateo County.[1] The closest weather station to the project is located at the San Francisco Airport, about 10 miles east. The mean temperature at the airport is 48.7°F during January and 61.5°F during June based on data collected between 1961 and 1990.[2] The prevailing wind direction is from the northwest based on wind rose patterns available from the San Francisco Airport.[3]

Air Quality Standards and Legislation

Federal

National ambient air quality standards (NAAQS) for six criteria pollutants [carbon monoxide (CO), ozone, particulate matter, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead] were established by the 1970 Federal Clean Air Act (CAA). The NAAQS are divided into primary standards and secondary standards: primary standards are designed to protect public health (Table E-1) and secondary standards are intended to protect the public from such effects as a reduction in visibility, soiling nuisance, and other forms of damage. The NAAQS were established by the Administrator of the U.S. Environmental Protection Agency (EPA). In July 1997, EPA promulgated new NAAQS for ozone and particulate matter with a diameter less than or equal to 2.5 microns ($PM_{2.5}$) to reflect the most recent medical studies and extensive comments regarding public health (Table E-1). The existing 1-hour ozone standard (0.12 ppm) will be phased out and replaced by an 8-hour standard of 0.08 ppm. The new $PM_{2.5}$ standard has been established for annual and daily averages. Existing ozone and particulate matter designations will remain in effect until the EPA establishes new designations based on data from 1997, 1998 and 1999.

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[1] The San Bruno Gap extends from Fort Funston to the San Francisco Airport.

[2] U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Climatic Data Center, Climatology of the US#81, Monthly Station Normals of Temperature, Precipitation, and Heating and Cooling Degree Days (1961-1990), June 1992.

[3] Bay Area Air Quality Management District, San Francisco Airport Wind Rose, January to December 31, 1985.

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TABLE E-1: Ambient Air Quality Standards

Pollutant	**Period**	**California Standard**[1]	**Federal Standard**[2]
Ozone	1 hour average 8 hours average	0.09 ppm --	0.12 ppm 0.08 ppm
Carbon monoxide	8 hours average 1 hour average	9.0 ppm 20.0 ppm	9.0 ppm 35.0 ppm
Nitrogen dioxide	Annual average 1 hour average	-- 0.25 ppm	0.053 ppm --
Sulfur dioxide	Annual average 24 hours average 1 hour average	-- 0.04 ppm 0.25 ppm	0.03 ppm 0.14 ppm --
Suspended particulate matter; diameter £ 10 microns (PM$_{10}$)	Annual arithmetic mean Annual geometric mean 24 hours average	-- 30.0 µg/m^3 50.0 µg/m^3	50.0 µg/m^3 – 150.0 µg/m^3
Suspended particulate matter; diameter £ 2.5 microns (PM$_{2.5}$)	Annual average 24 hours average	-- --	15.0 µg/m^3 65.0 µg/m^3
Lead	Calendar quarter average 30-day average	-- 1.5 µg/m^3	1.5 µg/m^3 –

Notes: ppm = parts per million.
µg/m^3 = micrograms per cubic meter.

[1] California standards for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM$_{10}$ are values that are not to be exceeded. The lead standard is not to be equaled.

[2] Federal standards, other than ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once per year. The ozone standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one.

Source: Bay Area Air Quality Management District, CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans, April 1996 and Bay Area Air Quality Management District, Air Currents, July 1997.

The Clean Air Act (CAA) and subsequent Federal Clean Air Act Amendments (CAAA) of 1977 and 1990 required that State Implementation Plans (SIP)[4] for non-attainment areas be developed that describe strategies to achieve attainment of the NAAQS. The amended 1982 Bay Area Air Quality Plan was prepared to satisfy this requirement and serves as the SIP for the Bay Area.

Currently, the Bay Area is in non-attainment only for the federal CO standard, despite the fact that Bay Area air monitoring records show that CO levels have been below the federal standard since

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[4] The SIP is a compilation of air quality plans prepared by air quality districts throughout California.

1991. A Redesignation Request and Maintenance Plan necessary for changing non-attainment status for the federal CO standard was prepared in 1994.[5]

California

The State of California has established State Ambient Air Quality Standards (SAAQS) for the criteria pollutants (Table E-1) as well as for other pollutants for which there are no corresponding NAAQS. The SAAQS for the criteria pollutants are equal to or more stringent than the NAAQS. The SAAQS and air basin designations are established by the California Air Resources Board (CARB). CARB is also responsible for enforcing the SIP.

Analogous to the CAA and CAAA, the 1988 California Clean Air Act (CCAA) requires areas of the State to be designated as attainment or non-attainment areas for each criteria pollutant. Plans for non-attainment areas must be developed that describe strategies to achieve the SAAQS. The Bay Area is currently designated a non-attainment area for the state ozone and suspended particulate matter standards.

A Clean Air Plan (CAP) was prepared in 1994 to describe strategies for achieving the SAAQS.[6] The main objective of the CAP is to attain the state air quality standard for ozone; the Bay Area is classified as being in "serious" non-attainment for ozone.[7] The CAP includes a strategy to reduce emissions from stationary, area, and mobile sources. The CAP encourages cities and counties to develop and implement local plans, policies, and programs to reduce automobile use and improve air quality. A Draft 1997 CAP was prepared in September 1997; the final CAP will supersede the 1994 CAP.

Bay Area Air Quality Management District

The Bay Area air basin encompasses about 5,600 square miles and includes seven entire counties: Alameda, Contra Costa, Marin, Napa, San Francisco, Santa Clara, and San Mateo. It also includes portions of Solano and Sonoma counties. The Bay Area Air Quality Management District (BAAQMD) and CARB have joint responsibility for developing and enforcing regulations needed to achieve and maintain state and federal ambient air quality standards in the Bay Area air basin. BAAQMD is responsible for the following items: 1) regulating air emissions from stationary sources; 2) monitoring air quality; and 3) reviewing air quality issues in environmental documents.

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[5] Bay Area Air Quality Management District, CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans, April 1996.

[6] Ibid.

[7] The State classification system for non-attainment areas consists of "moderate", "serious", "severe", and "extreme".

BAAQMD adopted the 1994 CAP to comply with the CCAA requirements for non-attainment areas.

Ambient Air Quality

Degradation of ambient air quality in the Bay Area is due to emission of air pollutants from industrial and urban developments and intensive use of motor vehicles. Motor vehicle use is the major source of air pollution in the Bay Area.

Ozone is not emitted directly into the environment. Ozone is generated from complex chemical reactions in the presence of sunlight. The primary chemicals involved in these reactions are nitrogen oxides (NOx) and reactive organic gases (ROG); these components are often referred to as ozone precursors. The single largest source of ozone precursors in the Bay Area is motor vehicle exhaust. Ozone exposure causes eye irritation and damage to lung tissues in humans. Ozone also harms vegetation, reduces crop yields, and accelerates deterioration of paints, finishes, rubber products, plastics, and fabrics. The Bay Area was redesignated as having attainment status for the federal ozone standard.[8] However, the Bay Area is in non-attainment for the state ozone standard.

Unlike ozone, CO is released directly into the atmosphere by stationary and mobile sources. CO is an odorless, colorless gas formed by the incomplete combustion of fuels. The primary source of CO is motor vehicle emissions. CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood when inhaled at high concentrations. Bay Area air monitoring records from 1992 through 1996 show that neither the federal nor state CO standards were exceeded. The Bay Area is currently in attainment for the state CO standard and has applied for redesignation from non-attainment to attainment for the federal CO standard.

Particulate matter 10 microns or less in diameter (PM_{10}) is also released directly into the atmosphere by stationary and mobile sources. PM_{10} consists of a wide range of solid or liquid particles including smoke, dust, aerosols, and metallic oxides. Similar to ozone precursors and CO, the single largest source of PM_{10} is motor vehicles. About 50 percent of the particulates in the Bay Area is due to motor vehicles. PM_{10} is emitted from automobile tailpipe emissions, brake pad and tire wear, and movement of road dust from vehicle travel. PM_{10} can cause aggravation of chronic respiratory diseases. The Bay Area is currently in attainment for the federal PM_{10} standard and in non-attainment for the state PM_{10} standard.

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[8] Bay Area Air Quality Management District, 1996.

The nearest permanent air quality monitoring station to the project site is located in San Francisco about ten miles north of the project (Arkansas Street Station). The contaminants monitored at this station are ozone, CO, NO_2, SO_2, and PM_{10}. The air quality data for the last three years (1994 to 1996) indicate all monitored contaminants did not exceed the standards except the state PM_{10} standard. The state PM_{10} standard was exceeded six and two times in 1994 and 1996, respectively (Table E-2).[9]

Sensitive Receptors

High concentrations of air pollutants may endanger the health of the most sensitive segments of the population, such as young children, hospital patients, people engaged in outdoor sports, and elderly residents. Land uses where these sensitive receptors are found over long periods are schools, child care centers, hospitals, convalescent homes, family residences, and ball parks.

Locations in the project area occupied by sensitive receptors include Skyline College (northwest of project site), Pacific Heights Park (at Goodwin and Longfellow Drives), Portola Day Care/Elementary School (at Amador Street), and residences along the northern and eastern perimeter of the project site. Existing sensitive receptors on the site include the inmates and staff of County Jail No. 3, Jail No. 7, and the Learning Center.

IMPACTS

For the purpose of this EIR, an impact to air quality as a result of construction or operation of the proposed project would be considered significant if it were to:

- violate an ambient air quality standard or substantially contribute to an existing or projected air quality violation;
- expose sensitive receptors to substantial pollutant concentrations;
- be the result of construction activities that did not involve implementation of the BAAQMD dust control measures (described below); or
- exceed the BAAQMD thresholds for emissions of CO, ROG, NOx and PM_{10} during project operation listed in Table E-3.

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[9] Ibid.

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TABLE E-2: Summary of Air Quality Data for Arkansas Street Station in San Francisco, 1994-1996

Pollutant	Criteria	1994	1995	1996
Ozone	No. of days over State 1 hour (0.09 ppm) Standard	0	0	0
	No. of days over Federal 1 hour (0.12 ppm) Standard	0	0	0
	Highest 1-hour Concentration (ppm)	0.06	0.09	0.07
Carbon monoxide	No. of days over State 8 hour (9 ppm) Standard	0	0	0
	No. of days over Federal 8 hour (9 ppm) Standard	0	0	0
	Highest 8-hour Concentration (ppm)	4.4	4.4	3.7
Nitrogen dioxide	No. of days over State 1 hour (0.25 ppm) Standard	0	0	0
	No. of days over Federal annual average (0.053 ppm) Standard	0	0	0
	Highest 1-hour Concentration (ppm)	0.09	0.09	0.08
Sulfur dioxide	No. of days over State 24 hours (0.04 ppm) Standard	0	0	0
	No. of days over Federal 24 hours (0.14 ppm) Standard	0	0	0
	Highest 24-hour Concentration (ppm)	0.005	0.007	0.008
PM_{10}	No. of days over State 24 hours (50 $\mu g/m^3$) Standard	6	0	2
	No. of days over Federal 24 hours (150 $\mu g/m^3$) Standard	0	0	0
	State annual geometric mean concentration (30 $\mu g/m^3$)	24.7	22.1	21.4

Notes: The Arkansas Street station in San Francisco is the nearest monitoring station to the project.
PM_{10} = suspended particulate matter less than ten microns.
ppm = parts per million.
$\mu g/m^3$ = micrograms per cubic meter.

Source: Bay Area Air Quality Management District, Air Pollution in the Bay Area by Station and Contaminant, 1994, 1995, and 1996.

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TABLE E-3: Thresholds of Significance for Air Pollutant Emissions from Project Operation

Pollutant	Threshold of Significance
Carbon monoxide	20 ppm (1 hour) / 9 ppm (8 hours)
Reactive organic gases	80 lb/day
Nitrogen oxides	80 lb/day
PM_{10}	80 lb/day

Notes: ppm = parts per million.
lb/day = pounds per day.

Source: Bay Area Air Quality Management District, CEQA Guidelines Assessing the Air Quality Impacts of Projects an Plans, April 1996.

Impact Analysis

Short-Term PM_{10} Emissions During Project Construction

Construction of the proposed structures for this project would require site preparation and soil movement; soil movement activities would include excavation, backfilling, grading and equipment traffic on paved and unpaved roads. The approximate square footages of the proposed buildings and facilities are described in Table 1 in the Project Description.[10] The total construction area associated with constructing these buildings and facilities would be about seven acres.

Expansion/construction of internal roads and utility systems (i.e., on-site water storage tank, underground utility pipelines) would also require site preparation and soil movement activities.

Soil disturbances caused by construction activities would be exacerbated by wind erosion generating dust. As a result, short-term dust emissions would cause a temporary increase in localized PM_{10} concentrations. The total amount of PM_{10} emissions which could result from grading activities alone could be about 58 tons, based on an emission factor of 0.77 tons per acre per month[11] and a grading period of 12 months. The highest potential for dust impacts would occur when the soils are dry, which is during the late spring, summer, and early fall. However, PM_{10} generated from construction activities is highly dependent on several factors including activity level, specific construction operations, equipment type, and weather conditions. The increase in localized PM_{10} concentrations could expose sensitive receptors downwind from the construction site to substantial PM_{10} concentrations and could contribute to the current non-attainment status for the state PM_{10} standard in the Bay Area.

BAAQMD considers PM_{10} emissions to be the greatest pollutant of concern associated with construction activities. Therefore, BAAQMD has established dust control measures to reduce PM_{10} emissions from construction activities with the intent of reducing or preventing the creation of visible dust. Dust control measures are based on the size of the construction project. The implementation of basic control measures would apply to all construction sites. The enhanced control measures would apply to project sites greater than four acres. BAAQMD further recommends that optional control measures be implemented at construction areas that are large, located near sensitive receptors, or warranted for any other reason. BAAQMD would consider air quality impacts to be significant if the established dust control measures were not implemented. The project sponsor proposes to incorporate the BAAQMD dust control measures, intended to reduce or prevent the creation of visible dust, into the construction specifications for the proposed project. The construction contractor would implement these dust control measures during project construction. The BAAQMD dust control measures are listed below:[12]

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[10] The Air Quality Emissions calculations used the following figures: Jail No3 Housing and Administrative/Services Buildings - 162,000 square feet; parking areas - 110,000 square feet.

[11] Bay Area Air Quality Management District, 1996.

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials with tarpaulins or other effective covers;
- Pave all unpaved access roads, parking areas, and staging areas at the construction site; otherwise, apply water or non-toxic soil stabilizers to all unpaved access roads. In addition, sweep paved access roads, parking areas, and staging areas daily with a water sweeper. Sweep streets daily with a water sweeper in areas where visible soil material is carried onto adjacent public streets;
- Hydroseed or apply a non-toxic soil stabilizer to inactive construction areas, including previously graded areas inactive for at least ten days;
- Enclose, cover, and water twice daily exposed stockpiles (or apply a non-toxic soil binder);
- Limit traffic speed of all vehicles driving on unpaved road to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Install and use wheel washers to clean all trucks and equipment leaving the construction site;
- Install wind breaks or plant trees/vegetative wind breaks on windward sides of construction areas;
- If necessary to prevent the creation of visible dust, suspend excavation and grading activities when winds (instantaneous gusts) exceed 25 mph; and
- Limit the area subject to excavation, grading, and other construction activities at any one time.

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[12] The measures would be implemented by the construction contractor before, during, and after construction activities, as applicable.

Construction of the proposed project would result in a temporary increase in localized PM_{10} concentrations. However, this increase in PM_{10} emissions would not substantially contribute to the current non-attainment status for the state PM_{10} standard or expose sensitive receptors to substantial pollutant concentrations because the dust control measures established by BAAQMD would be implemented during project construction.

Short-Term Exhaust Emissions from Construction Equipment During Project Construction

Construction activities would result in short-term exhaust emissions from construction equipment and from construction vehicles if excavated soils were transported to an off-site disposal facility. The primary pollutants associated with construction equipment and vehicle exhaust are ozone precursors (ROG and NOx), CO, and PM_{10}. The short-term increase in exhaust emissions could expose sensitive receptors to substantial PM_{10} concentrations and could contribute to the current non-attainment status for the federal CO standard and state PM_{10} standard in the Bay Area. However, this increase in exhaust emissions would not substantially contribute to the current non-attainment status for CO or PM_{10} or expose sensitive receptors to substantial pollutant concentrations if the mitigation measures listed below were implemented.

Increase in CO Levels at Nearby Intersections from Vehicular Traffic During Project Operation

The proposed project would generate additional vehicular traffic on the local roads, increasing the CO levels in these areas. CO emissions would be highest near major intersections. The projected CO emissions were estimated at the following intersections:

- Skyline Boulevard and College Drive
- College Drive and Longview Drive / Susan Drive
- Moreland and Riverside Drives
- College Drive and College Loop Road
- College Drive and Sheryl Drive / Allen Drive

CO emissions were estimated for 1997 existing conditions (Case 1), existing conditions and proposed project (Case 2), and 2002 background growth conditions plus proposed project (Case 3). Under all cases, the estimated CO concentrations at all intersections are below the corresponding one-hour NAAQS and SAAQS thresholds of 35 ppm and 20 ppm, respectively; the estimated CO concentrations are also below the corresponding eight-hour NAAQS and SAAQS threshold of 9 ppm (Table E-4). Therefore, the traffic generated during operation of the proposed project would not violate the ambient state or federal CO standard or substantially contribute to the current non-attainment status for the federal CO standard.

Long-Term, Regional Increase in Emissions of Air Pollutants from Vehicular Traffic During Project Operation

Vehicular traffic to, from, and within the project site would result in emissions of air pollutants (including ROG, NOx, and PM_{10}) that would affect regional air quality. Vehicular traffic would be generated by employees, service vendors (food and laundry), and visitors. An air quality analysis for year 2000, using the URBEMIS5 computer model, was performed to estimate the total projected emissions of ROG, NOx, and PM_{10} from vehicular traffic during project operation.[13] The BAAQMD threshold of significance for ROG, NOx, and PM_{10} is 80 pounds/day.[14] The estimated increases in emissions of these air pollutants from operation of the proposed project are below the BAAQMD threshold (Table E-5). Therefore, operation of the proposed project would not exceed the BAAQMD threshold for these air pollutants.

Increase in Air Pollutant Emissions from the Use of Boilers in New Buildings

Boilers generate nitrogen oxides and CO. Nitrogen oxides have the capability of forming explosive mixtures in air. Boilers in the new buildings on the project site would be subject to BAAQMD regulations if their rating were 10,000 million British Thermal Units (BTUs) per hour or greater. Applicable regulations for the use of boilers are contained in BAAQMD Regulation 9, Rule 7, performance standards and Regulation 2, permit requirements. The project sponsor proposes to operate the boilers in the new buildings on the project site according to the applicable BAAQMD regulations. Therefore, the use of boilers during project operation would not exceed the BAAQMD thresholds for emissions of CO or NOx.

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[13] The URBEMIS5 computer model was developed by CARB and is used to estimate emissions generated by vehicular traffic from various development projects. A summary of the model and input parameter assumptions are provided in Appendix C.

[14] Bay Area Air Quality Management District, 1996.

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TABLE E-4: Predicted Worst-Case Carbon Monoxide Concentrations (ppm) at Intersections

Intersection	Case 1		Case 2		Case 3	
	1-hr	8-hr	1-hr	8-hr	1-hr	8-hr
Skyline Boulevard/College Drive	4.64	3.88	4.64	3.88	3.51	2.98
College Drive/Longview Drive/Susan Drive	3.06	2.77	3.06	2.77	2.46	2.25
Moreland Drive/Riverside Drive	2.47	2.36	2.47	2.36	1.99	1.92
College Drive/College Loop Road	2.74	2.55	2.74	2.55	2.22	2.08
College Drive/Sheryl Drive/Allen Drive	2.80	2.59	2.80	2.59	2.23	2.08
NAAQS	35	9	35	9	35	9
SAAQS	20	9	20	9	20	9

Notes: Carbon monoxide concentrations were estimated using a simplified version of CALINE4 as outlined in the 1996 BAAQMD CEQA Guidelines.
Input and output data are provided in Appendix B.
ppm = parts per million
Case 1 = 1997 existing conditions
Case 2 = 1997 existing conditions plus project
Case 3 = 2002 background growth plus project
Detailed calculations provided in Appendix D.
NAAQS = National Ambient Air Quality Standard
SAAQS = State Ambient Air Quality Standard

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TABLE E-5: Estimated Air Pollution Emissions During Project Operation

	Pollutants (lb/day)		
	ROG[1]	NOx	PM_{10}[2]
Estimated emissions from operation of proposed project	36.63	35.8	31.8
BAAQMD threshold of significance	80	80	80

Notes: Input and output data are provided in Appendix B.
Lb/day = pounds per day.
ROG = reactive organic gases.
NOx = nitrogen oxides.
PM10 = suspended particulate matter less than10 microns.

[1] The URBEMIS5 model calculated a total organic gas (TOG) concentration of 39.90b/day. This value was multiplied by 0.918 to determine the corresponding mobile source ROG emissions from the proposed project. The 0.918 factor was based on the URBEMIS5 Model User's Manual.

[2] The PM_{10} emissions estimated by the URBEMIS5 computer model consist of tailpipe and tire wear; emissions from entrained road dust are not included and were therefore calculated manually and added to the PM_{10} emissions calculated by URBEMIS5. The manual calculation, including average trip length and emission factor (0.69 gram/mile), were based on BAAQMD recommended values (1996).

MITIGATION MEASURES

Implementation of the following mitigation measures would reduce potential air quality impacts from short-term exhaust emissions from construction equipment during project construction to a less-than-significant level:

Mitigation Measure E.1

The construction contractor shall not allow any construction equipment used on the project site to idle for more than five minutes.

Mitigation Measure E.2

The construction contractor shall ensure that all construction equipment is properly tuned and maintained according to the manufacturer's specifications prior to use on the project site.

Mitigation Measure E.3

When feasible, the construction contractor shall use alternative fuel or electrical construction equipment on the project site.

Mitigation Measure E.4

The construction contractor shall select the minimum practical engine size for construction equipment before the equipment is used on the project site.

Mitigation Measure E.5

Where feasible, the construction contractor shall ensure that all gasoline-powered construction equipment is equipped with catalytic converters before the equipment is used on the project site.

F. UTILITIES AND PUBLIC SERVICES

The purpose of this section is to assess whether the proposed project includes adequate provisions for utility and public services. Utility services include water supply, sanitary sewer system, natural gas supply, electricity supply, and telecommunications. Public services include fire protection and police protection.

SETTING

Water Supply System

The primary water source for the existing County Jail No. 3/7 Complex is the San Andreas Reservoir, operated and maintained by the City and County of San Francisco. Raw reservoir water is treated at the City's Harry Tracy Water Treatment Plant. The storage capacity of the San Andreas Reservoir is about six billion gallons; the sources are local watershed runoff and the Hetch Hetchy Aqueduct from the Sierra Nevada.[1] The Harry Tracy Water Treatment Plant's currently approved and maximum design capacities are about 144 and 160 million gallons per day (mgd), respectively.[2] Both the reservoir and treatment plant are components of the Hetch Hetchy Water and Power (HHWP) system.

The treated water from the Harry Tracy Water Treatment Plant is transported by a manually operated pump station to a 250,000-gallon water storage tank located on the County Jail No. 3/7 Complex property, south of existing County Jail No. 3.[3] The water tank provides water supply and pressure for daily consumption and fire emergencies for the existing County Jail No. 3/7 Complex. It also provides water to Pacifica's Sharp Park Golf Course and to a bathroom in the maintenance building at Skyline College.[4]

Water consumption data and corresponding monthly flow rates for the County Jail No. 3/7 Complex were evaluated in 1997 by OLMM Structural Design and Kennedy/Jenks Consultants.[5]

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[1] City and County of San Francisco, San Francisco Water and Power, A History of the Municipal Water Department and Hetch Hetchy System, 1994.

[2] Bill Camp, Senior Civil Engineer, San Francisco Water Department, personal communication with R. Del Rosario of Baseline, October 1, 1997.

[3] OLMM Structural Design and Kennedy/Jenks Consultants, Final Study, Site and Utilities Report, County Jail No. 3 Replacement Project, January 1998.

[4] City and County of San Francisco Planning Department, Initial Study, County Jail #3 Replacement Project, September 26, 1997.

[5] Water consumption data and average monthly flow rates collected between March 1995 and June 1997 were evaluated. Results are in the OLMM Structural Design and Kennedy/Jenks Consultants 1998 Final Report (op. cit.).

The evaluation identified the average total water consumption rate at about 130,000 gallons per day (gpd).

An investigation of the following water system components was conducted in 1997 by OLMM Structural Design and Kennedy/Jenks Consultants: 1) off-site pump station; 2) off-site water transmission pipeline that transports water from the Harry Tracy Water Treatment Plant to the on-site water storage tank; 3) on-site water storage tank; and 4) on-site internal water distribution pipelines.[6] The pump station was reported to be out of compliance with Title 24, California Code of Regulations, Chapter 3, Electrical Code (Electrical Code). The water transmission pipeline was reported to be in poor condition and in serious need of major maintenance and repair. In addition, the pipeline crosses the San Andreas Fault, which makes it susceptible to breakage during a seismic event. The investigation indicated that the water storage tank has insufficient capacity to contain greater than one day storage volume for the proposed project[7]; and its structural integrity is inadequate to withstand the seismically-induced lateral loads expected for Seismic Zone 4. The water distribution pipelines were identified as being inadequate to provide service for the proposed project. The deficiencies in these water system components would need to be corrected if these components are to be used for the proposed project.

Sanitary Sewer System

Wastewater from the County Jail No. 3/7 Complex currently discharges to the Daly City Wastewater Treatment Plant, operated by the North San Mateo County Sanitation District (NSMCSD), for treatment under an agreement between the City of San Francisco and NSMCSD. The wastewater drains by gravity from the jail complex to an on-site abandoned wastewater treatment plant, located on the southeastern portion of the jail property. The only active portion of the plant is a pump station. The pump station consists of a wet well and two 25-horsepower pumps with a pumping capacity of about 380,000 gpd.[8,9] Wastewater flow rates from the jail complex range from about 0.105 to 0.15 mgd, based on collected data taken by San Francisco Department of Public Works in 1994.[10]

Wastewater collected at the pump station is pumped into one of two parallel six-inch diameter force mains which transports the wastewater from the County Jail No. 3/7 Complex to an off-site transition structure at Susan Drive and Summit Road.[11] At this point, the sewage flows by gravity into an eight-inch sewer line and subsequently to the NSMCSD/Daly City Wastewater Treatment Plant for treatment.

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[6] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

[7] Storage volume includes water demands for fire flow, food service, and inmate/staff water usage.

[8] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

[9] Williams & Tanaka / Del Campo & Maru, San Francisco Proposition 52 Sheriff's Projects, San Bruno Master Plan, completed November 6, 1990 and issued April 8, 1991. The Master Plan did not specify the storage volume capacity of the basin.

[10] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit. Reflects highest flow rate observed by San Francisco Department of Public Works on December 19, 1994 between 10:00 a.m. and 4:00 p.m.

In 1985, the NSMCSD-Daly City Wastewater Treatment Plant's design capacity was 8.0 mgd and it treated 7.8 mgd, resulting in minimal available capacity to accept additional wastewater flows. In the late 1980s, the NSMCSD-Daly City Wastewater Treatment Plant's approved design capacity was expanded to 10.3 mgd to accommodate the projected total wastewater flow of 9.7 mgd for the year 2005.[12] The current average dry weather and peak wastewater flows are approximately 7 and 15 mgd, respectively.[13,14] The treatment plant is able to handle peak wastewater flows since its peak wet weather flow design capacity is slightly under 28 mgd.[15]

An investigation was conducted in 1997 by OLMM Structural Design and Kennedy/Jenks to evaluate the engineering characteristics of the existing sanitary sewer system. The investigation included evaluation of the existing on-site pump station and sanitary sewer force main, which transports sewage from the on-site pump station to the off-site transition structure. The investigation indicated that existing storage volume of the on-site pump station storage capacity would be inadequate to handle future peak flows generated by the proposed project. The investigation reported the presence of grease build-up within the pipeline walls along portions of the off-site force main. In addition, extensive odor problems along portions of the off-site pipelines (downstream of the off-site transition structure) were reported. The investigation indicated that the manholes were severely corroded. The deficiencies in these sanitary sewer system components would need to be corrected if these components are to be used for the proposed project.

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[11] The transition structure joins the force main to the NSMCSD gravity sewer line.

[12] K.P. Lindstrom & Associates, Draft Environmental Impact Report, North San Mateo County Sanitation District Treatment Plant Improvements and Master Plan; prepared for North San Mateo County Sanitation District, a subsidiary of the City of Daly City, Department of Public Works, December 1986. The Draft EIR also includes estimated wastewater generation rates based on a different projected growth expectation.

[13] Paul Fako, Chief of Operations, Daly City Wastewater Treatment Facility, personal communication with R. Del Rosario of Baseline, September 25, 1997 and December 17, 1997.

[14] Average dry weather flow is average daily flow received between May 1 and October 30 (dry weather period defined by the Regional Water Quality Control Board); peak flow is the highest level of flow received at any time during any one day.

[15] Paul Fako, Chief of Operations, Daily City Wastewater Treatment Facility, personal communication with R. Del Rosario of Baseline, December 17, 1997. The peak wet weather flow design capacity is accomplished by flow equalization (when excess flows are stored until treatment can be performed by the plant).

Stormwater Drainage

The stormwater drainage system is addressed in the Hydrology and Water Quality section of Chapter III.

Natural Gas

An underground high pressure natural gas transmission line, owned and maintained by Pacific Gas & Electric (PG&E), is located on the project site.[16] The eight-inch line has a 300-pound pressure capacity and currently delivers 90 pounds pressure to the project site, where a regulator reduces the pressure to 50 pounds, before distribution to the City of Pacifica and the County Jail No. 3/7 Complex.[17] The transmission line enters the eastern side of the project site, runs west in a dedicated public utility easement (PUE) along the fields near the farming and horticultural buildings, then turns north and runs in the PUE along the main access road towards existing Jails No. 3 and No. 7. The existing buildings are serviced by four two-inch PG&E gas meters on-site.

Electrical System

Electrical power is supplied to the project site by Hetch Hetchy Water and Power. One 12-kV pole line, owned and operated by PG&E, enters the site from the east (from Sneath Lane), crosses the site at the northern border of the agricultural fields, and continues west towards Pacifica.[18] The line is supported on overhead utility poles and follows the same utility easement as does the natural gas line.[19] The line is connected to a short 12-kV underground line that feeds two PG&E transformers at the project site; one services Jail No. 3 and the other services Jail No. 7 and the Learning Center. Individual meters monitor the demand of each of the five buildings. Table F-1 provides a summary of existing and projected electrical power supply and demand, based on an analysis of the current and proposed facility operations by Kennedy/Jenks Consultants.

The existing electrical power system has several deficiencies.[20] The existing 12-kV underground line traverses the exercise area, which severely limits access to existing manholes for maintenance. The exterior transformer serving County Jail No. 3 has extensive corrosion. One pole carrying the 12-kV main line (downhill from Sneath Lane) leans significantly.

The water pump station violates Title 24, California Code of Regulations, Chapter 3, Electrical Code (Electrical Code) because access to push button stations and motor junction boxes is

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[16] Kennedy/Jenks Consultants and OLMM Structural Design, 1998, op. cit.
[17] Hadjian, Aram, Distribution Engineer, PG&E, personal communication with B. Bakrania of Baseline, October 8 1997.
[18] Ibid.

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TABLE F-1. Electrical Power Supply and Demand of Existing and Proposed County Jail No. 3/7 Complex Facilities

	Supply (kVA)		Demand (kVA)	
Service	Current	Projected	Current	Projected
Jail No. 3/New Jail No. 3 Buildings	150	3,000	134	2,668
Jail No. 7	225	225	179	180
Learning Center	--	--	16[1]	20
Farm and Garden Storage Area/ Red Barn/Sanitation Facilities	45	75	16	16
Subtotal	420	3,300	345	2,884
Water Pump Station	225[2]	225[2,3]	103	103
Total	645	3,525	448	2,987

Notes: -- = Information not available because facility is not currently operating.
kVA = Kilovolt-ampere.

[1] Based on operating records for previous facility use as Women's Jail. Review of meter records indicates little seasonal differences in electrical power demand. Monthly load factor estimated at 0.84 for all buildings except for the water pump station, which is estimated at less than 0.3.

[2] Electrical power information provided by Bill Lindsay, Senor Electrical Engineer, Kennedy-Jenks Consultants, October 31, 1997.

[3] Based on assumption that pumps at water pump station will not be replaced as part of project.

Source: Kennedy/Jenks Consultants and OLMM Structural Design, *Draft Site and Utilities Report, County Jail No. 3 Replacement Project*, prepared for the Bureau of Architecture, Department of Public Works and the San Francisco Sheriff's Department, City and County of San Francisco, August 1997, unless other noted.

blocked. The four on-site electricity generators currently do not have enough capacity to support operations (except for the water pump station) in the event of a PG&E power failure. The deficiencies in the electrical system would need to be corrected if this system is to be used for the proposed project.

Telecommunications

Telephone service to all on-site facilities is provided by Pacific Bell. Several cables run aboveground along the same pole as does the PG&E 12-kV electrical line, then run underground in parallel with the power line until they eventually connect to a terminal facility (the main terminal board) inside the County Jail No. 3 building. The cables have a total capacity of 300 pairs (i.e., connections).[21] Telephone services for County Jail No. 7, Learning Center, the Red Barn, and shooting range are provided through connections to these cables and indirectly to the terminal board.

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[19] City and County of San Francisco, 1997, op. cit.

[20] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

[21] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

Fire Protection Services

The majority of the property surrounding the project site lies within the unincorporated area of San Mateo County. Therefore, fire protection services are primarily the responsibility of the California Department of Forestry (CDF). The closest CDF fire station is located at 20 Tower Road in Belmont. Response time from the station to the project site is about 20 minutes.

The City of San Bruno has a mutual aid agreement with the CDF to provide first response to the project site in the event of a fire. The closest San Bruno Fire Department station is located at 1999 Earl Avenue, approximately 0.25 miles from the site and directly southeast of the Sneath Lane/Skyline Boulevard intersection. The San Bruno Fire Department response time to the site is approximately three to four minutes. The Earl Avenue fire station maintains three firefighters and one fire engine capable of carrying 500 gallons of water. The pumper can pump 1,500 gallons of water per minute. A second fire station located at 555 El Camino would also be available to provide additional back-up fire protection services.[22]

Emergency medical needs for the County Jail No. 3/7 Complex are handled on-site. If an ambulance is required, it would be dispatched from the San Francisco Department of Public Health. Patients requiring hospitalization are taken mainly to San Francisco General Hospital.[23]

Police Protection Services

The San Francisco County Sheriff's Department provides police protection services for the project site. The level of assigned police protection varies with the number of inmates. For an average inmate population of 750 persons at Jail No. 3, approximately 100 sworn officers patrol the site. Jail No. 3 operates in three daily work shifts, with an average of 27 officers per shift. The ratio of officers to inmates decreases during the midnight shift as it is not a highly active shift and requires less surveillance.[24]

The Sheriff's Department has mutual aid agreements with the City of San Bruno Police Department and the California Highway Patrol to provide police protection services to the project site. As the responding agency closest to the site, the San Bruno Police Department would respond and patrol the area outside the jail complex in the event of an incident or escape.[25]

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[22] Personal communication with Dan Santizo and Tom Ott, San Francisco County Sheriff's Department, October 17, 1997.

[23] Ibid.

[24] Dan Santizo, San Francisco County Sheriff's Department, October 17, 1997

[25] Personal communication Captain Rick Watson, San Bruno Police Department, October 21, 1997.

In addition to 24-hour police patrol of the project site, Jail No. 3 has an internal and external security system which includes high security fencing, perimeter fencing, closed circuit TV, and a guarded gatehouse. The San Francisco County Sheriff's Department has also instituted a Community Alert Network. In the event of an escape or incident at the jail complex, residents in the immediate vicinity of the jail complex are notified through an automatic phone network.

IMPACTS - UTILITIES

For the purpose of this EIR, the proposed project would be considered to result in a significant impact to utilities if it were to:

- extend a sanitary sewer line with capacity to serve new development;
- substantially increase demand for schools, recreation, or other public facilities;
- create a substantial added demand for water, wastewater collection and disposal, natural gas, electricity, or telecommunications that could not be readily provided through the existing or planned expansion of the infrastructure; or
- require major expansion of power, water, or communications systems.

Impact Analysis - Utilities

Increase in Demand for Water During Project Operation

The water demand for the proposed project (including water demand for the new Housing Building, new Administrative/Services Building, existing County Jail No. 7 and agricultural irrigation) would be about 158,000 gpd, an increase of about 30,000 gpd over the existing water demand for the County Jail No 3/7 Complex.[26] The 144-mgd design capacity of the City's Harry Tracy Water Treatment Plant is designed to handle the projected demand for San Francisco and areas of the Peninsula north of the Redwood City Pulgas Tunnel through the year 2035.[27] Therefore, the treatment plant could handle the increase in water demand during operation of the proposed project.

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[26] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

[27] Although the County Jail No. 3/7 Complex is exempt from State water conservation mandates, the proposed project may include a vacuum extraction system for the sanitary sewer system. The system would reduce water demands for toilet flushing from 1.6 gallons per flush to 0.5 gallons per flush. If this system were implemented, the projected water demand of 158,000 gpd would decrease. Regardless of whether the vacuum extraction system is implemented, there would be sufficient water supply and treatment capacity to provide water to the project.

The proposed project includes correcting the deficiencies in the existing water system components that were identified during a 1997 investigation of the water system (described in the Setting section). The off-site pump station and pipeline that transports water from the Harry Tracy Treatment Plant to the on-site water storage tank would be repaired. The pump station would be upgraded from a manually operated system to an automatic control system. The existing on-site 250,000-gallon water storage tank would be replaced with a 448,000-gallon storage tank to provide adequate storage capacity for the projected seven day emergency storage volume. The existing internal water distribution pipelines would be upgraded. Correction of the deficiencies in the existing water system components would be performed in accordance with the technical recommendations reported in the January 1998 Final Site and Utilities Report.[28]

In addition, design and construction of the water supply system for the proposed project, including correction of the deficiencies in the existing water supply system components, would be subject to regulatory standards, including the waterworks standards contained in Title 22, Chapter 16 of the California Code of Regulations, which identify required system pressures and storage volumes; standards in the Uniform Building Code and Uniform Plumbing Code; and other local standards. The water supply system for the proposed project would be designed and constructed according to these standards. The proposed project would not create a substantial added demand for water or require major expansion of the existing water supply system because adequate water supply would be available for the proposed project, existing deficiencies in the water supply system would be corrected, and the water supply system would be designed and constructed according to regulatory standards.

Increase in Demand for Wastewater Collection and Treatment During Project Operation

Operation of the proposed project would generate a wastewater flow of approximately 0.19 mgd, based on the highest currently observed wastewater flow rate of 0.15 mgd and a projected population of 1,268 (1,068 inmates and 200 employees).[29] The proposed project is estimated to generate a peak flow of 0.3 mgd, resulting in an additional 0.15 mgd wastewater flow.[30,31] The additional wastewater would either be discharged to, and treated at, the NSMCSD-Daly City Wastewater Treatment Plant or the South San Francisco-San Bruno Treatment Plant. Based on the construction schedule of the proposed project, wastewater would be discharged to either treatment plant by about 2002.

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[28] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

[29] Reflects highest flow rate observed by San Francisco Department of Public Works on December 19, 1994. Observed wastewater flow rates at County Jail No. 3/7 Complex ranged from 0.105 to 0.15 mgd. OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

[30] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

[31] Wastewater flow would fluctuate if water consumption at the County Jail No. 3/7 Complex were varied.

The impact of increased demand for wastewater treatment and collection would depend on: 1) treatment plant capacity, 2) wastewater discharge agreement limits established between the City of San Francisco and the treatment plant, and 3) sanitary sewer system adequacy.

Treatment Plant Capacity and Wastewater Discharge Agreement

The NSMCSD-Daly City Wastewater Treatment Plant currently has a design capacity of 10.3 mgd; the projected service demand at the NSMCSD-Daly City Wastewater Treatment Plant by 2005 is expected to be 9.7 mgd. Based on these projections, the NSMCSD-Daly City Wastewater Treatment Plant would have adequate treatment capacity to accommodate the increased wastewater generated from the proposed project. The existing agreement between the NSMCSD and the City of San Francisco states that the City acquired a capacity interest of about 0.3 mgd in sanitary sewer facilities in 1973.[32] The agreement requires the City to pay NSMCSD for transmission, treatment, and disposal of up to about 0.3 mgd of wastewater. Therefore, the peak estimated wastewater flow of 0.3 mgd generated from the proposed project is within the discharge limits of the existing agreement.

The South San Francisco-San Bruno Treatment Plant currently has a design capacity of 9 mgd. The facility is presently undergoing expansion to provide an increased design capacity of 13 mgd; the expansion is expected to be completed by 2001. The projected service demand at the treatment plant by 2002 is expected to be about 10.1 mgd.[33] Based on these projections, the treatment plant would have adequate treatment capacity to accommodate the additional wastewater generated from the proposed project, provided that the treatment plant expansion is completed by 2001. If wastewater were to discharge to the South San Francisco-San Bruno Treatment Plant, as part of the proposed project the City of San Francisco would establish an agreement with the South San Francisco-San Bruno Treatment Plant to allow wastewater from the proposed project to discharge to the treatment plant.

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[32] Agreement for Sewage Disposal by, between, and among the City and County of San Francisco, the Westborough County Water District, and the North San Mateo County Sanitation District, May 21, 1973.

[33] The projected service demand for the year 2002 was linearly interpolated based on projected demands for the years 2000 of 9.7 mgd, 2010 of 11.9 mgd, and 2015, of 13.0 mgd. Dave Castagnola, Plant Superintendent, South San Francisco-San Bruno Treatment Plant, indicated that linear interpolations were used to project service demands of the treatment plant.

Sanitary Sewer System Adequacy

The proposed project includes three sanitary sewer system variants; each variant consists of two sub-options. The scope of each variant and corresponding sub-option is discussed in detail in the Project Description. As discussed in the Project Description, sanitary sewer system Variant One (sub-options 1A and 1B), Variant Two (sub-option 2A), and Variant Three (sub-option 3A) would include the use of the existing sanitary sewer system,. These variants would also include correction of the deficiencies in the existing sanitary sewer system that were identified during a 1997 investigation of the sanitary sewer system (described in the Setting section). The corrections include:

- Increase the pump station storage capacity to prevent future overflows and sufficiently handle wastewater from the proposed project (applicable to Variant One only);
- Repair the force main in accordance with the technical recommendations specified in the OLMM Structural Design and Kennedy/Jenks Consultants January 1998 Final Site and Utilities Report; the recommendations include: 1) clean and remove built-up debris within the existing force main, 2) replace drain valves; 3) install odor pans in all manholes downstream of the transition structure; and 4) replace existing t-connections to wye connections for cleaning purposes (applicable to sub-options 1A, 1B, 2A, and 3A).[34, 35,36]

As discussed in the Project Description section, sanitary sewer system Variant One (sub-option 1B), Variant Two (sub-option 2B), and Variant Three (sub-option 3b) would include the use of alternate sanitary sewer pipelines since wastewater generated from the proposed project would discharge to the South San Francisco-San Bruno Treatment Plant.[37] The proposed project would include the preparation of design studies prior to the start of project construction to determine the hydraulic feasibility and flow capacity of the proposed transition structure and the South San Francisco-San Bruno wastewater distribution system. If the studies were to conclude that discharge to the South San Francisco-San Bruno Treatment Plant cannot feasibly be implemented, then the proposed project would implement either sanitary sewer system Variant One (sub-option 1A), Variant Two (sub-option 2A), or Variant Three (sub-option 3A).

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[34] Wye connections allow access to the interior of a pipeline; these connections are typically installed for interior pipe cleaning purposes.

[35] Under sub-option 1B, only those recommendations identified in the OLMM Structural Design and Kennedy/Jenks Consultants 1998 report associated with the force main between Moreland Drive and the pump station would require implementation since a new force main and transition structure would be constructed at Moreland Drive.

[36] The technical recommendations also include implementation of a maintenance program to alleviate future problems.

[37] Alternative pipelines include the construction of a new force main and/or existing pipelines connected to the South San Francisco-San Bruno Treatment Plant.

Design and construction of the sanitary sewer system for the proposed project, including correction of the deficiencies in the existing sanitary sewer system components, would be subject to regulatory standards, including the standards in the Uniform Plumbing Code and local standards. The sanitary sewer system for the proposed project would be designed and constructed according to these standards. The proposed project would not create a substantial added demand for wastewater collection and disposal because either wastewater treatment plant would have adequate treatment capacity to accommodate wastewater generated from the proposed project, an agreement between the City of San Francisco and the selected treatment plant would be developed to allow the discharge of wastewater generated from the proposed project, existing deficiencies in the sanitary sewer system would be corrected, and the sanitary sewer system would be designed and constructed according to regulatory standards.

Increase in Demand for Natural Gas During Project Operation

Operation of the proposed project would increase the demand for natural gas. However, according to the natural gas analysis performed in 1977 by Kennedy/Jenks Consultants, the existing natural gas service is more than adequate to serve the proposed project.[38] In the August 1997 Draft Site and Utilities Report, Kennedy/Jenks Consultants recommend that the existing gas meters be abandoned and replaced with a new central gas meter that would be provided by PG&E. PG&E would also provide a lateral service line to the new gas meter, as this line would be required to serve the proposed project according to PG&E's standard permit requirements. Therefore, the proposed project would not create a substantial added demand for natural gas or require major expansion of the existing natural gas system.

Increase in Demand for Electricity During Project Operation

Operation of the proposed project would increase the demand for electricity. As the existing electrical system has several deficiencies (described in the Setting section), the proposed project includes correcting the deficiencies in the existing electrical system so that it could provide adequate electrical service to the proposed project. These corrections include: 1) replacing the existing transformer that serves Jail No. 3 with a new transformer for the new Housing and Administrative/Services Buildings; 2) removing the existing 12-kV underground line and replacing it with a new 12kV underground line that runs from the existing 12-kV main line to the new transformer; 3) repairing the leaning pole that carries the 12-kV main line; 4) repairing the water pump station to comply with the Uniform Electrical Code; and 5) installing a new standby diesel generator for the Housing and Administrative/Services Buildings. The proposed project also includes connecting the existing transformer that serves Jail No. 7 and the Learning Center, the farming and horticultural buildings, and the shooting range to the new 12-kV underground line. As the proposed project includes correcting deficiencies in the existing electrical system, it would not create a substantial added demand for electricity or require major expansion of the existing electrical system.

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[38] OLMM Structural Design and Kennedy/Jenks Consultants, 1998, op. cit.

IMPACTS - PUBLIC SERVICES

Fire Protection and Police Protection Services

For the purpose of this EIR, the proposed project would be considered to result in a significant impact on fire protection or police protection services if it were to:

- create a situation where emergency response personnel would be unfamiliar with the project site and have a longer response time;
- create a substantial increase in demand for fire protection or police protection services; or
- create a security risk at the County Jail No. 3/7 Complex.

The current water supply system is not capable of meeting the minimum flow requirements for fire fighting. The San Bruno Fire Marshall requires a minimum flow of 1,500 gallons per minute for 120 minutes with 20 pounds per square inch of residual pressure. Kennedy/Jenks Consultants analyzed the proposed water supply system with a computer model[39] and determined that the proposed water supply system was able to meet required fire flows and residual pressure.

Impact Analysis - Fire Protection and Police Protection Services

Potential Increase in Demand for Fire Protection and Police Protection Services Due to Increase in Size of Jail Facilities

Operation of the proposed project may increase the demand for fire protection and police protection services because the new Housing and Administrative/Services Buildings would be larger than the existing Jail No. 3 building and could accommodate more inmates than does the existing Jail No. 3 building. However, the potential increase in demand for fire protection and police protection services would not be substantial because the maximum increase in the inmate population would be minimal, about 18 inmates (from an average of 750 inmates to a maximum of

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[39] Kennedy/Jenks Consultants and OLMM Structural Design, 1998, op. cit.

768 inmates); the number of employees would not increase; and a new, up-to-date high security electronic surveillance system would be installed as part of the proposed project.

Potential Increase in Security Risk as as a Result of Use of Jail North Road as Secondary Access Route During Project Construction

The proposed project would enhance security at the County Jail No. 3/7 Complex. A new, high security fence would be constructed within 50 to 60 feet of the new Housing and Administrative/Services Buildings, and another fence would be constructed 20 feet beyond that fence. The two fences would have a 20-foot buffer between them and be equipped with an up-to-date electronic surveillance system. For additional security at the jail complex, the inmate exercise areas would be located on second floor of the Housing Building; and night time lighting at the jail complex, which currently consists of high intensity spot lights, would be changed to infrared surveillance.

Jail North Road may be opened for use as a secondary access route during project construction. A secondary access route during project construction could increase the security risk at the County Jail No. 3/7 Complex because it would present another avenue for inmate escape. The potential increase in security risk at the jail complex would not be a significant impact on police protection services if the mitigation measures listed below were implemented.

MITIGATION MEASURES

Water Supply System

No significant impacts to the water supply system as a result of operating the proposed project were identified. Therefore, no mitigation measures are necessary.

Sanitary Sewer System

No significant impacts to the sanitary sewer system as a result of operating the proposed project were identified. Therefore, no mitigation measures are necessary.

Natural Gas System

No significant impacts to the natural gas system as a result of operating the proposed project were identified. Therefore, no mitigation measures are necessary.

Electrical System

No significant impacts to the electrical system as a result of operating the proposed project were identified. Therefore, no mitigation measures are necessary.

Police Protection Services

Implementation of the following mitigation measures would mitigate the potential impact to police protection services associated with an increase in security risk as a result of temporary use of the Jail North Road as a secondary access route during project construction to a less-than-significant level:

Mitigation Measure F.1

If the Jail North Road is opened as a secondary access route during project construction, the project sponsor shall require that the construction contractor install fencing and a securable gate at the entry point to the access route, and to have a security guard monitor the gate at all times when the access route is in use.

Mitigation Measure F.2

The San Francisco Sheriff's Department shall amend the Emergency Operating Procedures for the County Jail No. 3/7 Complex to include the Community Alert Notification system.

G. BIOLOGICAL RESOURCES

This section describes how the proposed County Jail No. 3 Replacement Project would affect the biological resources present on the County Jail No. 3/7 Complex property. It analyzes the impacts to biological resources of constructing and operating the jail replacement facilities, focusing on rare, threatened, and endangered species and sensitive plant communities.

Information contained in this section has been derived from various sources. The bulk of the biological information was obtained from the Biological Resource Assessment for the San Francisco County Jail No. 3 Site.[1] The Biological Resource Assessment includes the results of 1997 status surveys for the San Francisco garter snake, California red-legged frog[2], and invertebrate species of concern[3]; and the results of systematic surveys for special status plant species. Information in the Wetland Update and Expanded Delineation for the San Francisco County Jail No. 3 Site [4], which supplemented the original wetland delineation performed in 1993, has also been incorporated into this section. The Biological Resource Assessment, including all attached survey reports, and the Wetland Update and Expanded Delineation are available for public review in the project file at the Planning Department, 1660 Mission Street, San Francisco.

SETTING

Regional Setting

The County Jail No. 3/7 Complex property is located along the eastern slope of Sweeney Ridge, which is at the very northern end of the South Coast Range. The lower elevations of the South Coast Range support various biologically diverse plant communities, including foothill woodlands, chaparral, coastal scrub, and grasslands. This biological diversity has been significantly influenced by climatic variations and the geological complexity resulting from the San Andreas Fault and other parallel northwest-trending faults. Whereas inland portions of the South Coast Range are located in a rain shadow and receive minimal precipitation, the outer portions, including

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[1] Environmental Collaborative, 1997. Biological Resource Assessment for the San Francisco County Jail No. 3 Site, prepared for Baseline Environmental Consulting, San Francisco, CA.

[2] McGinnis, S. M., 1997. The Status of the San Francisco Garter Snake (Thamnophis sirtalis tetrataenia) and the California Red-legged Frog (Rana Aurora draytonii) on the San Francisco County Jail No. 3 Property, San Bruno, California. Prepared for Baseline Environmental Consulting, San Francisco, CA.

[3] Arnold, Richard A., Ph.D., 1997. San Francisco Jail Expansion Project in San Bruno, CA, Status Surveys for Mission Blue and San Bruno Elfin, Habitat Suitability for Special-Status Invertebrates. Letter report dated 17 July, 1997 to Jim Martin, Environmental Collaborative, Point Richmond, CA.

[4] Environmental Collaborative, 1997. Wetland Update and Expanded Delineation for the San Francisco County Jail No. 3 Site, prepared for Baseline Environmental Consulting, San Francisco, CA.

Sweeney Ridge, receive from 20 to 30 inches of rain annually as Pacific storms pass overhead. The County Jail No. 3/7 Complex is located within a bowl-shaped valley below the eastern slope of Sweeney Ridge. Elevations on the County Jail No. 3/7 Complex property range from 560 feet at the northeastern corner to 950 feet at the southwestern corner (see Figures 1 and I-2).

Plant Communities and Wildlife Habitat

The County Jail No. 3/7 Complex is located on 158 acres of land owned by the City and County of San Francisco. The areas where improvements are proposed as part of the County Jail No. 3 Replacement Project are highly disturbed from past activities. Historical disturbances have included: 1) construction of the original jail facilities; 2) enhancement of the site's agricultural potential in the 1930's; 3) construction of the Portola Highland Park subdivision in 1963 (during which the northeastern corner of the property was graded and one to six feet of fill was placed beneath Sneath Lane); and 4) placement of 13 to 25 feet of fill (approximately 158,000 cubic yards) adjacent to the existing County Jail No. 3/7 Complex facilities during site work performed in 1989.[5] Despite the disturbed nature of the project location, a diverse assemblage of habitat types can be found on the property. The following primary plant communities/habitat types occur within the County Jail No. 3/7 Complex property: wetlands, Central Coast riparian scrub, northern coastal scrub, non-native woodland, non-native grassland/disturbed areas, and native grassland (Figure G-1). Sensitive plant communities that occur on the property include wetlands, Central Coast riparian scrub, and native grasslands. These plant communities are considered to have a high biological inventory value based on their rarity, the value they provide for wildlife, water purification, and aesthetics. A brief discussion of each vegetation type, its occurrence within the property, and the associated wildlife is presented below.

Wetlands

The wetlands within the County Jail No. 3/7 Complex property are primarily concentrated within a complex of freshwater marsh and disturbed wet meadow areas located between the agricultural fields and the main access road east of the existing County Jail No. 3/7 Complex. This wetland complex drains to the northeast through a willow-dominated riparian channel. In its pristine condition, the site probably supported a highly productive seasonal marsh and wet meadow

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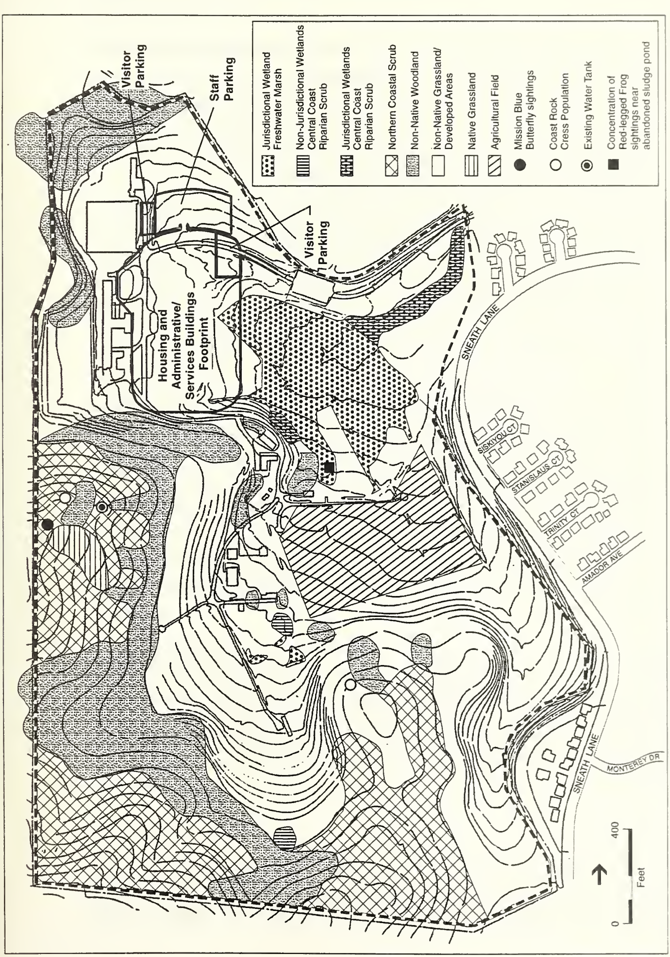
[5] Miriam Green Associates, 1993. Draft Wetland Delineation: San Francisco County Jail Site, San Mateo County, CA. Prepared for Certified/Earth Metrics. Brisbane, CA.


Visitor Parking
Staff Parking
Visitor Parking
Housing and Administrative/ Services Buildings Footprint
SNEATH LANE
SISKIYOU CT
STANISLAUS CT
TRINITY CT
AMADOR AVE
MONTEREY DR
SNEATH LANE
0
400
Feet
Jurisdictional Wetland Freshwater Marsh
Non-Jurisdictional Wetlands Central Coast Riparian Scrub
Jurisdictional Wetlands Central Coast Riparian Scrub
Northern Coastal Scrub
Non-Native Woodland
Non-Native Grassland/ Developed Areas
Native Grassland
Agricultural Field
Mission Blue Butterfly sightings
Coast Rock Cress Population
Existing Water Tank
Concentration of Red-legged Frog sightings near abandoned sludge pond

Source: Essex

97.368E: County Jail No. 3 Replacement Project

FIGURE G-1

Project Site Plant Communities and Biological Features complex, but past grading and fill activities have altered the hydrology and significantly degraded the quality of the wetlands. A total of 10.44 acres of wetlands and other waters occur within the County Jail No. 3/7 Complex property. This acreage consists of 5.86 acres of disturbed wet meadow, 1.95 acres of emergent freshwater marsh, 2.12 acres of riparian scrub, 0.22 acres of primarily unvegetated other waters, 0.14 acres of open water pond associated with an abandoned sludge pond, and 0.15 acres of spring and seasonal wetland habitat[6].

Freshwater marsh is typically dominated by perennial, emergent monocots, and is often characterized by uniform stands of bulrushes (*Scirpus* spp.) or cattails (*Typha* spp.). This plant community is best developed where surface flow is slow or stagnant, or where the water table is so close to the surface that it saturates the soil[7]. Common plant species found within the freshwater marsh at the County Jail No. 3/7 Complex include silverweed (*Polygonum persicaria*), tall flat sedge (*Cyperus eragrostis*), and brown-headed rush (*Juncus phaeocephalus* var. *phaeocephalus*).

While the freshwater marsh within the wetland complex has been disturbed, it still has a relatively high value for wildlife. Various species of mammals, birds, reptiles, and amphibians were found in the marsh during the biological studies. Freshwater marshes and associated ponds also provide potential habitat for the state and federally endangered San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) and the federally threatened California red-legged frog (*Rana aurora draytonii*). While no San Francisco garter snakes were encountered during surveys of the County Jail No. 3/7 Complex property, California red-legged frogs were observed within the open water sludge pond area and the freshwater marsh during surveys in 1993 and 1997 (see discussion of Special Status Wildlife Species below).

Wetlands are generally considered to be sensitive natural communities by the California Department of Fish and Game and are subject to the jurisdictional authority of the U. S. Army Corps of Engineers. Because of the degree of past disturbance, degraded condition, and dominance by non-native bristly ox-tongue, the area of disturbed wet meadow where fill activities are expected to occur would not be considered a sensitive natural community, although it qualifies as jurisdictional wetland.

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[6] Ibid.

[7] Holland, Robert F., 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. Natural Heritage Division, California Department of Fish and Game. Sacramento, CA.

Central Coast Riparian Scrub

Central Coast riparian scrub is a willow-dominated riparian community found along streambanks in open to dense low thickets[8]. Regionally, this plant community reaches its northern limits within the coast ranges of San Francisco Bay. Riparian vegetation on the County Jail No. 3/7 Complex property is dominated by arroyo willow (*Salix lasiolepis*) found in dense thickets along drainage channels northeast and southwest of the wetland complex. These two large riparian scrub areas meet the criteria for jurisdictional wetlands because they are located within the larger wetland complex. Two smaller willow clusters occur outside of the wetland complex: one along a drainage ditch south of the storage buildings, and the other at the base of a ravine southwest of the shooting range. These two isolated willow clusters do not meet the criteria for jurisdictional wetlands. Blackberry (*Rubus ursinus* and *R. discolor*) is another common species found in the riparian scrub community.

Riparian communities are important habitat for various species of wildlife. Aquatic invertebrates and amphibians can often be found in the open water component of the stream channels, and the trees provide potential nesting habitat for songbirds. The water source attracts many species of wildlife, and riparian vegetation provides the necessary cover to serve as movement corridors for large mammals. As with the freshwater marsh, the Central Coast riparian scrub also provides potential habitat for California red-legged frogs, although none were observed in this habitat during surveys conducted in 1997.[9]

Central Coast riparian scrub is considered a sensitive plant community by the California Department of Fish and Game and is subject to the jurisdictional authority of the U. S. Army Corps of Engineers.

Northern Coastal Scrub

Northern coastal scrub communities are dominated mostly by evergreen shrub species and usually have a well-developed herbaceous or low-woody understory[10] with occasional interspersed grassy openings[11]. Dominant native plant species of the northern coastal scrub on the County Jail No. 3/7 Complex property are coyote brush (*Baccharis pilularis*), California coffeeberry (*Rhamnus californica*), western bracken fern (*Pteridium aquilinum* var. *pubescens*), California blackberry, poison oak (*Toxicodendron diversilobum*), and sticky monkey-flower (*Mimulus aurantiacus*). In some locations, the scrub forms dense stands of coyote brush and non-native French broom (*Genista monspessulana*) and Scotch broom (*Cytisus scoparius*). Areas of relatively intact native scrub occur upslope from the access road to the water storage tank, and on the more remote eastern-facing slopes in the southwestern portion of the property.

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[8] Ibid.

[9] McGinnis, S.M., 1997. The Status of the San Francisco Garter Snake (Thamnophis sirtalis tetrataenia) and the California red-legged frog (Rana aurora draytonii) on the San Francisco County Jail No. 3 Property, San Bruno, California. Prepared for Baseline Environmental Consulting, San Francisco, CA.

[10] Holland, V. L., Keil, D. J., 1989. California Vegetation. California Polytechnic State University, San Luis Obispo, CA.

Numerous species of small mammals and birds use the coastal scrub communities for foraging and nesting. In addition, the scrub provides cover for larger mammals, such as black-tailed deer (*Odocoileus hemionus*), grey fox (*Urocyon cinereoargenteus*), bobcat (*Felis rufus*), and occasionally coyote (*Canis latrans*) and mountain lion (*Felis concolor*). Areas of mixed scrub and grassland may support populations of the federally endangered Mission blue butterfly (*Icaricia icarioides missionensis*) and San Bruno elfin butterfly (*Callophrys (Incisialia) mossii bayensis*), where suitable host plant species are present. Mission blue butterflies were observed on the upper elevations of the site above the water storage tank during surveys conducted in 1997.[12]

Non-native Woodland

Non-native trees occur as groves and windrows throughout the western half of the County Jail No. 3/7 Complex property. These trees include large groves of blue gum (*Eucalyptus globulus*) northwest of County Jail No. 7 and west of the shooting range; a grove of Monterey cypress (*Cupressus macrocarpa*), Monterey pine (*Pinus radiata*), and eucalyptus on the eastern-facing slope below the water storage tank; smaller groves of Monterey cypress immediately upslope of the water storage tank; and sapling Monterey cypress south of the agricultural field. A small grove of eucalyptus occurs at the southern end of the riparian scrub near the storage buildings, and a windrow of Monterey cypress extends from the base of the steep slope to the west of the storage buildings and shooting range. Blackberry, poison oak, and red elderberry (*Sambucus racemosa* var. *racemosa*) occur in the understory of the eucalyptus.[13]

Although they are not native, trees in the project area contribute to the overall habitat diversity by providing perching, roosting, and nesting sites for various species of birds. Red-tailed hawks, great-horned owls, and other raptors often nest in eucalyptus trees. No nesting raptors were

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[11] Holland, Robert F., 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. Natural Heritage Division, California Department of Fish and Game, Sacramento, CA.

[12] Arnold, Richard A., Ph.D., 1997. San Francisco Jail Expansion Project in San Bruno, CA, Status Surveys for Mission Blue and San Bruno Elfin, Habitat Suitability for Special-Status Invertebrates. Letter report dated 17 July, 1997 to Jim Martin, Environmental Collaborative, Point Richmond, CA.

[13] Environmental Collaborative, 1997. Biological Resource Assessment for the San Francisco County Jail No. 3 Site, prepared for Baseline Environmental Consulting, San Francisco, CA.

detected within the County Jail No. 3/7 Complex, although one inactive raptor nest was observed during reconnaissance surveys in 1997 in a eucalyptus grove west of the shooting range.

Non-native Grassland/Disturbed Areas

Non-native grassland is generally found in open areas in valleys and foothills throughout coastal and interior California[14]. This vegetation type is dominated by non-native annual grasses and weedy annual and perennial forbs that have replaced native perennial grasslands as a result of cultivation and cattle grazing. Scattered native wildflower and grass species, representing remnants of the original vegetation, may also be common.

Non-native grasslands form the dominant plant community around the County Jail No. 3/7 housing units, extending onto the hillside slopes to the east, north, and northwest. Common plant species include wild oats (*Avena fatua*), ripgut brome (*Bromus diandrus*), soft chess (*B. hordeaceus*), filaree (*Erodium* spp.), perennial ryegrass (*Lolium perenne*), Italian thistle (*Carduus pycnocephalus*), bristly ox-tongue (*Picris echioides*), wild radish (*Raphanus sativus*), and yellow star thistle (*Centaurea solstitialis*).

The majority of the undeveloped areas proposed for development as part of the County Jail No. 3 Replacement Project are covered by bare ground or a sparse cover of ruderal non-native and native herbaceous plant species. These areas include the proposed location of the new Housing and Administration/Services Buildings and the proposed locations of the staff and visitor parking areas to the north. Piles of rubble and coarse fill have been deposited at the edge of the existing fill area where the new buildings are proposed, and vegetation at that location is dominated by ruderal grassland species and two invasive non-native shrub species, fennel (*Foeniculum vulgare*) and French broom.

Where ample vegetative cover is present, grasslands support small mammals and birds and provide foraging habitat for raptors. Many species forage in the grasslands and seek cover in the adjacent scrub or woodlands.

Areas supporting a cover of non-native grassland are not considered sensitive due to their abundance and the dominance of non-native plant species. To some degree, and in particular with respect to erosion, the non-native grasslands provide an important buffer around the fringe of the existing wetland complex.

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[14] Ibid.

Native Grassland

Native grasses, such as purple needle grass (*Nassella pulchra*) and California oatgrass (*Danthonia californica*), occasionally form the dominant cover in small stands within the grasslands. A fairly large stand of native grasses occurs on the slopes above the access road to the water storage tank and on the hillside above the water storage tank. This stand occurs in an area of expanding northern coastal scrub, and is the most botanically diverse of the habitat types found on the site. This native grassland community is considered a sensitive natural community by the California Department of Fish and Game.

Special Status Plant Species

Based on a literature review and the availability of suitable habitat, 50 special status plant species were determined to potentially occur within the County Jail No. 3/7 Complex property. Table G-1 in Appendix C shows a list of these plant species, including information on their status, habitat affinities, reported localities, blooming period, and conclusions regarding potential for occurrence within the property.

A survey of limited scope, focusing on the potential for occurrence of San Francisco gumplant (*Grindelia hirsutula* var. *maritima*) and Montara manzanita (*Arctostaphylos montaraensis*) within the County Jail No. 3/7 Complex property, was conducted by Earth Metrics in 1993[15]. Supplemental surveys of the proposed areas of disturbance, including the areas around the proposed location of the new Housing and Administrative/Services Buildings, existing water storage tank, access roads and the wetland complex, were conducted by Environmental Collaborative throughout the spring and early summer flowering period in 1997, in which surveys were conducted for all potentially occurring special status plant species[16]. Only one species of concern was detected during the survey effort—coast rock cress (*Arabis blepharophylla*). This species is on the California Native Plant Society (CNPS) List 4 (rarity code 1-1-3 as explained in Table G-1 in Appendix C), indicating that it is of limited distribution, endemic to California, not rare or endangered, and found in sufficient numbers that potential for extinction is low at this time.

Coast Rock Cress

Approximately 100 individuals of coast rock cress were detected in two populations in the County Jail No. 3/7 Complex: one on the rocky, northern-facing hillside approximately 175 feet upslope from the existing water storage tank, and the other on the western knoll east of the shooting range. The population of coast rock cress on the western knoll was detected during reconnaissance surveys of the property, but systematic rare plant surveys have not been conducted because no improvements are planned for this area.

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[15] Earth Metrics, 1993. Rare Plant Species Study and Vegetation Map for Proposed San Francisco Sheriff's County Jail Site, San Mateo County. Brisbane, CA.

Special Status Wildlife Species

Based on a literature review and the experience of experts who are knowledgeable of the biological resources in the project area, 22 special status wildlife species were determined to potentially occur within the County Jail No. 3/7 Complex property. Table G-2 in Appendix C shows a list of these animal species, including information on their status, habitat affinities, and potential for occurrence within the property. Two survey efforts were conducted in 1993 to address the potential for occurrence of special status animal species as part of the preliminary planning studies for a previous jail replacement project. These efforts consisted of status surveys for the San Francisco garter snake conducted by McGinnis[17] and a review of the potential for occurrence of the Mission blue butterfly and use of eucalyptus groves by the monarch butterfly (*Danaus plexippus*), performed in conjunction with the rare plant survey[18]. No San Francisco garter snakes were detected during this three-month trapping effort, but California red-legged frogs were detected in an abandoned sludge pond located near the southern end of the wetland complex (see Figure G-1).

Reconnaissance-level surveys were conducted again in 1997 to determine natural community types and associated wildlife species. These surveys were followed by a second survey effort for San Francisco garter snakes and California red-legged frogs conducted by McGinnis,[19] and a habitat suitability analysis for invertebrate species performed by Arnold.[20] Arnold's habitat suitability analysis resulted in status surveys for Mission blue and San Bruno elfin butterflies, among other invertebrate species of concern suspected to possibly occur within the County Jail

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[16] Environmental Collaborative, 1997. Biological Resource Assessment for the San Francisco County Jail No. 3 Site. prepared for Baseline Environmental Consulting, San Francisco, CA.

[17] McGinnis, S. M., 1993. The Status of the Endangered San Francisco Garter Snake (Thamnophis sirtalis tetrataenia) and other Special Status Animal and Plant Species on the Proposed San Francisco Sheriff's County Jail #3 Site, San Mateo County, California. Prepared for Certified Engineering and Testing Company.

[18] Earth Metrics, 1993. Rare Plant Species Study and Vegetation Map for Proposed San Francisco Sheriff's County Jail Site, San Mateo County. Brisbane, CA.

[19] McGinnis, S. M., 1997. The Status of the San Francisco Garter Snake (Thamnophis sirtalis tetrataenia) and the California Red-legged Frog (Rana Aurora draytonii) on the San Francisco County Jail No. 3 Property, San Bruno, California. Prepared for Baseline Environmental Consulting, San Francisco, CA.

[20] Arnold, Richard A., Ph.D., 1997. San Francisco Jail Expansion Project in San Bruno, CA, Status Surveys for Mission Blue and San Bruno Elfin, Habitat Suitability for Special-Status Invertebrates. Letter report dated 17 July, 1997 to Jim Martin, Environmental Collaborative, Point Richmond, CA.

No. 3/7 Complex property. These status surveys were conducted within suitable habitat, as determined during the reconnaissance surveys conducted throughout the entire property.

San Francisco Garter Snake

Trapping for San Francisco garter snakes was conducted in March 1997, using funnel traps and drift fences. Ten traplines were positioned within the wetland complex and monitored over a three-month period. As with the previous surveys conducted in 1993, no San Francisco garter snakes were captured or sighted during the extensive trapping effort and wetland transect walks in 1997.[21]

California Red-legged Frog

Numerous sightings of California red-legged frogs were made throughout the three-month survey effort in 1997. Most observations during late March and April were made at the same abandoned sludge pond where red-legged frogs were previously found in the 1993 surveys. Daily numbers ranged from 4 to 17 individuals. Only two sightings were made in the freshwater marsh area during this time. Later in the year as the sludge pond began to dry, California red-legged frogs were seen more frequently in small, open pools within the freshwater marsh and less frequently in the sludge pond. The apparent limiting factor for California red-legged frogs within the County Jail No. 3/7 Complex property is the lack of a suitable breeding location. However, California red-legged frog reproductive activity was confirmed within two cement-lined tanks at the former sewage treatment plant. These tanks are shaded by a dense shrub cover which apparently retards evaporation of rain water late enough into the season to allow for breeding and tadpole metamorphosis. Several adult California red-legged frogs and larvae were observed here during the spring of 1997. However, other tanks within the treatment plant are dry and currently act as potential traps for red-legged frogs that may fall into the dry tanks and not be able to escape. During very dry and very cold months, California red-legged frogs often retreat to upland areas, where they remain in a dormant state (aestivation) in underground burrows or other protected areas. However, use of upland habitat on the property for aestivation appears unlikely because of the presence of moist foraging habitat throughout the summer within the freshwater marsh and willow scrub communities, combined with the comparatively mild fall and winter temperature regime in the lower elevations of the South Coast Range.[22]

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[21] McGinnis, S. M., 1997. The Status of the San Francisco Garter Snake (Thamnophis sirtalis tetrataenia) and the California Red-legged Frog (Rana Aurora draytonii) on the San Francisco County Jail No. 3 Property, San Bruno, California. Prepared for Baseline Environmental Consulting, San Francisco, CA.
[22] Ibid.

Special Status Invertebrates

Sixteen special status insects and invertebrates were determined to potentially occur within the County Jail No. 3/7 Complex property based on historical and present-day geographic ranges. A habitat suitability analysis conducted in February 1997 determined that suitable habitat for six species of concern occurred on the site: Mission blue butterfly, San Bruno elfin butterfly, Ricksecker's water scavenger beetle (*Hydrochara ricksecke*), Leech's Skyline diving beetle (*Hydroporous leechi*), Opler's longhorn moth (*Adella oplerella*), and San Francisco forktail damselfly (*Ischnura gemina*).[23] Of particular concern is the potential occurrence of Mission blue and San Bruno elfin butterflies, both of which occur locally and are federally-listed as endangered. Status surveys for all six species of concern were conducted between March 28 and June 23, 1997. Adults and eggs of the Mission blue butterfly were observed on the hillside above the existing water storage tank, but no life stages of any of the other species of concern were observed or are believed to occur on the property.

San Bruno Elfin Butterfly

The San Bruno elfin butterfly is found in association with rock outcrops in coastal scrub or native bunchgrass habitat, where its sole larval food plant, Pacific stone crop (*Sedum spathulifolium*), grows. All known populations of this butterfly occur in San Mateo County, with nearby populations occurring on Whiting Ridge within the neighboring Crystal Springs Reservoir, on Montara Mountain, at Milagra Ridge, and on private land adjacent to Milagra Ridge.[24] Adults feed on the nectar of several plant species during March and April, but the larvae are known to only feed on Pacific stone crop flowers during May and June. Three populations of Pacific stone crop plants occur within the County Jail No. 3/7 Complex property—all on northern-facing slopes of the hillsides above the water storage tank, immediately south of the shooting range, and on the westernmost knoll. Despite the occurrence of Pacific stone crop flowers as well as numerous nectar plants, no adults, larvae, or damage from larval feeding activity were noted during intensive searches throughout activity period of the San Bruno elfin butterfly in 1997. For this reason, it is concluded that this butterfly does not occur within the property.[25]

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[23] Arnold, Richard A., Ph.D., 1997. San Francisco Jail Expansion Project in San Bruno, CA, Status Surveys for Mission Blue and San Bruno Elfin, Habitat Suitability for Special-Status Invertebrates. Letter report dated 17 July, 1997 to Jim Martin, Environmental Collaborative, Point Richmond, CA.

[24] Arnold, Richard A., Ph.D., 1997. San Francisco Jail Expansion Project in San Bruno, CA, Status Surveys for Mission Blue and San Bruno Elfin, Habitat Suitability for Special-Status Invertebrates. Letter report dated 17 July, 1997 to Jim Martin, Environmental Collaborative, Point Richmond, CA.

[25] Ibid.

Mission Blue Butterfly

Adults and eggs of the Mission blue butterfly were observed on the hillside above the water storage tank, where suitable larval host plants (*Lupinus albifrons*) and adult nectar plants (*Eriogonum latifolium*) are found. The area where butterfly activity was observed is separated from the water storage tank by a dense grove of Monterey cypress that grows above the tank. Host lupines also grow on the cut slope immediately adjacent to the water storage tank, on the cut slope and hillside immediately above the access road to the water storage tank, and on the pair of knolls immediately east of the shooting range. However, no evidence of Mission blue butterfly activity was observed at any of these other locations.

IMPACTS

The significance of impacts to biological resources is based on the sensitivity status of the biological resource in question. The primary criteria for determining impact significance are the sensitivity ratings assigned to certain plant species, plant communities, and wildlife species by state and federal resource agencies. A species may achieve protection status in any of the following ways:

- formal listing as threatened or endangered by the U. S. Fish and Wildlife Service (USFWS);
- formal listing as rare (plants only), threatened, or endangered by the California Department of Fish and Game (CDFG);
- recognition as a candidate for listing as threatened or endangered by the USFWS or CDFG;
- recognition as proposed threatened or endangered by the USFWS or CDFG;
- recognition as a Species of Special Concern by the CDFG or a federal land owning agency;
- protection under the Migratory Bird Treaty Act; or
- protection under the Marine Mammal Protection Act.

Occurrences of sensitive plant communities are maintained by the CDFG using the California Natural Diversity Database. The plant community classification system is described in the

Preliminary Descriptions of the Terrestrial Natural Communities of California.[26] These plant communities in and of themselves receive no legal protective status under the state or federal Endangered Species Acts, but they are provided some level of protection under CEQA. Wetlands are afforded protection under Section 404 of the Clean Water Act, which requires a Section 404 permit from the U. S. Army Corps of Engineers (USACOE) for any discharge of dredged or fill materials into the waters of the United States. The CDFG is responsible for commenting on projects that require a permit from the USACOE and is afforded jurisdictional authority over wetlands by Sections 1601 to 1606 of the Fish and Game Code. Any work that substantially changes the bed, channel, or bank of any river, stream, or lake designated by the CDFG will require notification of the CDFG, necessary mitigation, and a Streambed Alteration Agreement.

The CDFG is also responsible for issuing a written finding in consultation with the state lead agency, in the form of a Biological Opinion, of whether or not the project will "jeopardize the continued existence" of a species, "result in the destruction or adverse modification" of its essential habitat, or "result in any taking... incidental to the proposed project" [Fish and Game Code Section 2090(b)]. For federally listed threatened or endangered species, the USFWS, in consultation with the federal lead agency (the USACOE in this case as they will be issuing a Section 404 permit), is also responsible for issuing a Biological Opinion where "take" is likely to result from the project.

Based on the guidelines established for sensitivity status, as well as the pertinent state and federal policies and regulations, the proposed project would be considered to cause a significant impact to biological resources if it were to:

- substantially affect a rare or endangered species of plant or animal or the habitat of the species;
- substantially diminish habitat for fish, wildlife, or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species;
- result in the loss or degradation of sensitive plant communities, including wetlands, Central Coast riparian scrub, and native grasslands; or
- involve removal of a substantial number of mature trees.

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[26] Holland, Robert F., 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. Natural Heritage Division, California Department of Fish and Game, Sacramento, CA.

Impact Analysis

Loss of One-Third Acre of Disturbed Wet Meadow and Marginal Foraging Habitat for California Red-Legged Frog as a Result of Constructing New Housing and Administrative/Services Buildings

Construction of the proposed project would result in a net loss of one-third acre of disturbed wet meadow, a jurisdictional wetland and marginal foraging habitat for the California red-legged frog, as a result of constructing the new Housing and Administrative/Services Buildings. The area of disturbed wet meadow that would be lost is located at the eastern end of the footprint of the proposed buildings (Figure G-1).

The U. S. Army Corps of Engineers and the California Department of Fish and Game each maintain a policy of "no net loss of wetland habitat values or acreage." As the California red-legged frog is federally listed as threatened, any activities that directly or indirectly cause an adverse impact to this species or its habitat would be interpreted as "take" pursuant to the provisions of the federal Endangered Species Act. The California red-legged frog is also considered a Species of Special Concern by the California Department of Fish and Game. While construction of the new Housing and Administrative/Services Buildings would result in the loss of wetland and habitat for the California-red-legged frog, the impact would be less-than-significant if the mitigation measures listed below were implemented.

Potential Alteration to Hydrology of Northwest Portion of Wetlands as a Result of Constructing and Operating New Storm Drainage System

The new storm drainage system constructed on the project site would divert all surface water away from the existing 18-inch culvert that drains into the northwestern portion of the wetland complex to a location further southeast on the site. Diversion of surface water from the wetlands could adversely affect its upstream or up-gradient portion, as the wetlands may not receive the needed inflow of surface water to maintain its wetland functions. Construction and operation of the new storm drainage system would not result in the loss of wetlands or substantially affect the wetlands if the mitigation measures listed below were implemented.

Potential Degradation or Loss of Wetlands and California Red-Legged Frog Habitat as a Result of Potential Discharge of Sediment into Wetlands During Project Construction

Grading and excavation activities on the project site would involve temporary disturbance to surface soils and removal of vegetative cover, exposing soils to stormwater runoff during rainy weather. Soil stockpiles and excavated areas on the site would be exposed to runoff and, if not managed properly, the runoff could cause erosion and sedimentation in the wetlands. A build-up of sediment in the wetlands could result in a change in the hydraulic regime within the wetland complex, including loss of wetland habitat as a result of conversion of wetlands to uplands, degradation of water quality, and loss of open water or moist foraging habitat areas essential for the California red-legged frog. Construction of the proposed project would not result in the degradation or loss of wetlands or California red-legged frog habitat as a result of sedimentation in the wetlands if the mitigation measures listed below were implemented.

Potential Hazardous Materials Contamination of Wetlands and California Red-Legged Frog Habitat and Potential Mortality of California Red-Legged Frogs as a Result of Construction Activities and Stormwater Runoff from Paved Areas

Diesel-powered construction equipment would be used to conduct grading, earthmoving, and demolition activities on the project site during site development. Fueling and maintenance of this equipment would involve the use of fuels and may involve the use of degreasing agents and other hazardous materials. The transport, storage, and handling of these hazardous materials during site development may result in an accidental release of the hazardous materials, which could reach and contaminate the wetlands. In addition, stormwater runoff from the new visitor parking area and roads east of the new Housing and Administrative/Services Buildings could further contaminate the wetlands. Hazardous materials contamination of the wetlands would result in degradation of wetlands and California red-legged frog habitat. Hazardous materials contamination of the wetlands could result in direct mortality of California red-legged frogs which, like all amphibians, readily absorb contaminants through their skin. Construction of the proposed project and stormwater runoff from new paved areas would not result in the degradation of wetlands or California red-legged frog habitat or mortality of California red-legged frogs associated with hazardous materials contamination of wetlands if the mitigation measures listed below were implemented.

Potential Degradation of Wetlands and California Red-Legged Frog Habitat as a Result of Constructing Sanitary Sewer System Variant One

Construction of sanitary sewer system Variant One would involve repairing one of the two force mains on the project site. The manholes for accessing the two force mains are located in the wetlands. Work in the wetlands to access and repair one of the force mains would impact about 100 square feet of wetlands and could result in temporary or long-term alterationor loss of wetland vegetation, degradation of water quality, and temporary or long-term loss of California red-legged frog habitat. Construction of sanitary sewer system Variant One would not result in degradation of wetlands or degradation or loss of California red-legged frog habitat if the mitigation measures listed below were implemented.

Potential Degradation of Wetlands and California Red-Legged Frog Habitat and Potential Mortality of California Red-Legged Frogs as a Result of Testing and Disinfecting New Water Storage Tank and Water Transmission Pipelines

Following construction of the new water storage tank and water transmission pipelines, the new water system would be hydrostatically pressure tested and then disinfected. The hydrostatic testing procedure could result in accidental or intentional discharges of large amounts of water onto the ground and into the wetlands. Such discharges have the potential to carry significant amounts of sediment along with the water. The effects of sediment discharge into the wetlands are described above. The disinfection process requires the injection of highly chlorinated water into the water system in order to kill any bacteria that may be present. Discharges of highly chlorinated water into the wetlands or small pools in the wetlands could result in direct mortality of California red-legged frogs. Such discharges are regulated under the National Pollution Discharge Elimination System administered by the Regional Water Quality Control Board. The discharge of water during testing and disinfection of the new water storage tank and water transmission pipelines would not result in the degradation of wetlands or California red-legged frog habitat or mortality of California red-legged frogs if the mitigation measures listed below were implemented.

Potential Mortality of California Red-Legged Frogs as a Result of Interference with Movement Between Habitats Associated with an Increase in Traffic During Project Construction

California red-legged frogs move between breeding and foraging habitats at different times of the year; for example, after the tadpole metamorphosis period in July and August, or during the rainy season when they are more likely to be found in upland locations. Currently, two abandoned sewage tanks are the only known breeding location for California red-legged frogs on the County Jail No. 3/7 Complex property, and the existing maintenance road separates this location from foraging habitat in the wetland complex. Consequently, the increase in traffic during project construction has the potential to substantially interfere with movement of California red-legged frogs between foraging and breeding habitats on the project site. The increase in traffic could result in direct mortality of individuals of the California red-legged frog as a result of collisions with vehicles. The increase in traffic during project construction would not substantially interfere with the movement of California red-legged frogs between foraging and breeding habitats and result in mortality of California red-legged frogs if the mitigation measures listed below were implemented.

Potential Loss of Breeding Location and Decrease in Local Population of California Red-Legged Frog as a Result of Removing, Covering, or Filling of Wet Sewage Tanks at Abandoned Sewage Treatment Plant; Potential Mortality of California Red-Legged Frogs as a Result of Presence of Dry Sewage Tanks at Abandoned Sewage Treatment Plant

All open sewage tanks at the abandoned sewage treatment plant have been identified as a public safety hazard and are scheduled to be removed, covered, or filled. Currently two wet sewage tanks are the only known breeding location of the California red-legged frog on the County Jail No. 3/7 Complex property. These tanks are shaded by a dense shrub cover which retards the evaporation of rain water until late in the breeding season. This breeding location would be lost if these tanks were removed, covered, or filled. Loss of this breeding location would result in a substantial decrease in the local population of California red-legged frogs. Other, dry sewage tanks are potential traps for California red-legged frogs, which may fall into the tanks and not be able to escape. Therefore, these tanks are a source of direct mortality of California red-legged frogs. Removal, covering, or filling of the wet sewage tanks would not result in the loss of a breeding location or substantial decline in local population of California red-legged frogs, and the presence of the dry sewage tanks would not result in mortality of California red-legged frogs if the mitigation measures listed below were implemented.

Potential Removal or Damage to Willows as a Result of Construction Activities at 54-Inch Culvert and Energy Dissipator/Flow Restrictor

Willow trees are common in the area of the existing 54-inch culvert and energy dissipator/flow restrictor near the northeastern boundary of the project site. Construction activities related to upgrading the energy dissipator could result in removal or damage to these trees. The work involved in upgrading the energy dissipator is not likely to affect a large number of the existing trees or require removing the trees. For example, to access the energy dissipator, only pruning of the willow trees would be required. Therefore, construction of the proposed project would not result in the loss or degradation of a sensitive plant community or the loss of a substantial number of mature trees.

Potential Disturbance or Loss of Native Grassland as a Result of Construction Activities Along Access Road to Existing Water Storage Tank

Construction activities related to constructing the new water storage tank would involve access by heavy equipment along a narrow dirt access road, which passes just below a stand of native grassland. Widening of the road to allow for construction access could result in the permanent loss of a small portion of the native grassland. This stand of native grassland could also be either temporarily or permanently disturbed if areas above the access road are disturbed for other construction purposes, such as stockpiling of equipment and materials or relocating the existing pipelines. Construction activities associated with replacing the existing water storage tank would not result in the loss or degradation of native grassland if the mitigation measures listed below were implemented.

Potential Loss of Marginal Foraging Habitat of Mission Blue Butterfly as a Result of Excavating Cut Slope Above Existing Water Storage Tank to Construct New Water Storage Tank

A population of lupine, the host plant for larval Mission blue butterflies (i.e., plants used for foraging by butterfly larvae) grows on the cut slope above the existing water storage tank. This lupine population is marginal foraging habitat of larval Mission blue butterflies. It is separated by a stand of Monterey cypress trees from the coastal scrub plant community where Mission blue butterflies have been observed.

Excavating the cut slope above the existing water storage tank to construct the new water storage tank would result in the loss of about 1,600 square feet of larval host plants. Loss of some or all of the larval host plants would be considered loss of marginal foraging habitat of larval Mission Blue butterflies. As the Mission blue butterfly is a federally listed endangered species, any activities that directly or indirectly cause an adverse impact to this species or its habitat would be interpreted as “take,” pursuant to the provisions of the federal Endangered Species Act. Construction of the new water storage tank would not result in a net loss of marginal foraging habitat of larval Mission blue butterflies if the mitigation measures listed below were implemented.

Potential Loss of Preferential Foraging Habitat of Mission Blue Butterfly as a Result of Construction Activities Along Access Road to Existing Water Storage Tank

A population of lupine, the host plant for larval Mission blue butterflies (i.e., plants used for foraging by butterfly larvae) grows on the cut slope and hillside immediately above the access road to the existing water storage tank. This lupine population is preferential foraging habitat of larval Mission blue butterflies.

Widening of the access road to the existing water storage tank to construct the new water storage tank could result in the loss of larval host plants of the Mission blue butterfly or the loss of dormant larvae within the duff layer (layer of plant litter). The larval host plants could also be lost if areas above the access road are disturbed for other construction purposes, such as stockpiling of equipment or relocating the water transmission pipelines from the existing water storage tank. Loss of some or all of the larval host plants would be considered loss of preferentiall foraging habitat of larval Mission Blue butterflies. As the Mission blue butterfly is a federally listed endangered species, any activities that directly or indirectly cause an adverse impact to this species or its habitat would be interpreted as "take," pursuant to the provisions of the federal Endangered Species Act. Construction of the new water storage tank would not result in the loss of preferential foraging habitat of larval Mission blue butterflies if the mitigation measures listed below were implemented.

Potential Loss of Preferential Foraging Habitat of Mission Blue Butterfly, Potential Foraging Habitat of San Bruno Elfin Butterfly, and Coast Rock Cress as a Result of Activities Beyond Stand of Monterey Cypress Trees to Construct New Water Storage Tank

A population of lupine, the host plant for larval Mission blue butterflies, grows beyond the stand of Monterey cypress trees on the cut slope above the existing water storage tank. This lupine population is the preferential foraging habitat of larval Mission blue butterflies. In addition, a population of Pacific stone crop, the host plant for larval San Bruno elfin butterflies, grows immediately west and upslope of the existing water storage tank. Although the San Bruno elfin butterfly was not observed on the project site, this population of Pacific stone crop is potential foraging habitat for that butterfly species. A population of coast rock cress grows in the general area of the Pacific stone crop population.

Larval host plants of the Mission blue and San Bruno elfin butterflies and coast rock cress plants could be lost if activities for construction of the new water storage tank encroach beyond the stand of Monterey cypress trees. Loss of some or all of the larval host plants would be considered loss of preferential foraging habitat of larval Mission blue butterflies and potential foraging habitat of larval San Bruno elfin butterflies. As the Mission blue butterfly and San Bruno elfin butterfly are federally listed endangered species, any activities that directly or indirectly cause an adverse impact to either species or its habitat would be interpreted as "take," pursuant to the provisions of the federal Endangered Species Act. Construction of the new water storage tank would not result in the loss of preferential foraging habitat of larval Mission blue butterflies, potential foraging habitat of larval San Bruno elfin butterflies, or coast rock cress plants if the mitigation measures listed below were implemented.

Potential Interference with Feeding and Flight Behavior of Mission Blue Butterfly as a Result of Dust Generated During Project Construction

Dust generated during construction of the proposed project could interfere with feeding and flight behavior of the Mission blue butterfly. Excessive dust accumulated on the larval host plants and adult nectar plants could interfere with the respiration of caterpillars and adult butterflies as they feed. Airborne construction dust generated during the flight period of the Mission blue butterfly (generally March to June) could affect flight patterns and interfere with flight behavior of individual butterflies.[27] Dust generated during construction of the proposed project would not substantially interfere with the feeding and flight behavior of the Mission blue butterfly if the mitigation measures listed below were implemented.

Potential Removal of Trees With Active Raptor Nests as a Result of Activities Associated With Construction of New Water Storage Tank and Sanitary Sewer System Variant Two

While no nesting raptors were found during surveys of the County Jail No. 3/7 Complex property, several groves and windrows of trees on the property offer potential nesting sites for raptors and one inactive raptor nest was found. Activities related to constructing the new water storage tank, creation of Mission blue butterfly habitat (see Mitigation Measures section, below), or constructing sanitary sewer system Variant Two (see Project Description) would result in removal of trees suitable for nesting by raptors. Raptors are afforded protection under the Migratory Bird Treaty Act, and any activity that results in the removal of a tree with an active raptor nest would be in violation of this law. Construction of the new water storage tank or sanitary sewer system Variant Two would not result in the removal of any tree with an active raptor nest if the mitigation measures listed below were implemented.

Potential Disturbance of Special Status Wildlife Species as a Result of Noise Generated During Project Construction

Loud noises can have detrimental effects on birds and mammals during critical periods in their life cycle such as nesting or migration. Sudden, loud noises from construction activities such as blasting or pile driving tend to be more detrimental to wildlife than would the background noise that would be generated during construction of the County Jail No. 3 Replacement Project. No special status wildlife species known to occur on the County Jail No. 3/7 Complex property are considered species sensitive to noise impacts. Therefore, noise generated during construction of the proposed project would not substantially affect any special status wildlife species that occur on the project site.

Potential Impacts to Biological Resources Off County Jail No. 3/7 Complex Property as a Result of Construction of any of Three Sanitary Sewer System Variants

Each of the three sanitary sewer system Variants proposed involves construction outside of the County Jail No. 3/7 Complex property (see Project Description). As it is not known which Variant will be selected, off-site impacts to biological resources that could result from constructing the selected sanitary system are not known at the time of preparation of this EIR. After the Variant is selected, the San Francisco Planning Department will determine whether the EIR for the County

Jail No. 3 Replacement Project (this EIR) encompasses the type and extent of impacts to biological resources that would result from constructing the selected sanitary sewer system, or whether additional environmental review in the form of an EIR Addendum would be necessary to address the biological impacts of constructing the Variant.

MITIGATION MEASURES

To mitigate potentially significant direct and indirect impacts to biological resources to a less-than-significant level, the project sponsor shall develop mitigation monitoring plans for the protection and conservation of wetlands, and for the protection and conservation of sensitive species and habitats. To ensure successful implementation of these mitigation measures, the project sponsor will incorporate all relevant measures into the final design and specifications for the proposed project. The final mitigation monitoring plans will be submitted to the U. S. Fish and Wildlife Service, U. S. Army Corps of Engineers, and California Department of Fish and Game for review and approval prior to project construction. A copy of the proposed draft mitigation framework submitted to jurisdictional agencies for review is contained in Appendix D.

Implementation of the following mitigation measures would mitigate the impacts to biological resources associated with constructing the proposed project to a less than significant level:

Mitigation Measure G.1

To compensate for the loss of one-third acre of disturbed wet meadow and to mitigate for the potential degradation or loss of wetlands, the project sponsor shall develop and implement a Wetlands Mitigation Monitoring Plan.

At a minimum, the Wetlands Mitigation Monitoring Plan shall include the following measures:

G.1.A. Compensation for the filling of one third acre of disturbed wet meadow by creating a suitable amount of wetlands within the County Jail No. 3/7 Complex (type and acreage of wetlands to be determined in consultation with the U. S. Army Corps of Engineers). The wetland shall preferably be created from an upland location adjacent to the existing wetland complex. The grading and fill activities during the 1930s and 1963 created substantial upland locations that are suitable for wetland reclamation along the border of the wetlands and the agricultural area and near the riparian scrub below Sneath Lane.

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[27] Personal Communication, L. Curthoys, Essex Environmental to Dr. R. Arnold, Entomological Consulting, November 7, 1997.

G.1.B. Wetland fill limits and any other construction work limits within wetlands shall be clearly fenced or otherwise marked in the field for construction purposes.

G.1.C. Construction activities in the wetlands and wetland creation activities shall be limited to the driest periods (July 15 through October 15).

G.1.D. Suitable temporary and permanent erosion and sedimentation control measures shall be implemented and maintained during and after any construction that occurs within 100 feet of jurisdictional wetlands or on slopes that drain into the wetlands. Suitable erosion and sedimentation control measures include, but are not limited to: waterbars, sedimentation barriers, sedimentation basins, straw mulch, and seeding.

G.1.E. Refueling or maintenance of construction equipment shall be restricted to areas at least 100 feet from wetlands or within a bermed area such that there is no threat of hazardous materials reaching the wetlands as a result of a spill. All hazardous materials spills during project construction shall be cleaned up and disposed of according to applicable state and federal laws.

G.1.F. A linear filter basin shall be installed in the storm drain system below the new parking lots in order to trap contaminants that run off the pavement.

G.1.G. Existing drainage patterns and discharge points into the northwest portion of the wetland complex shall be maintained to ensure that additional wetland acreage is not lost as a result of altered wetland hydrology. These sensitive areas shall be shown as exclusion zones on project grading plans.

G.1.H. Construction personnel shall be trained on the mitigation requirements for the protection of wetlands.

The Wetland Mitigation Monitoring Plan shall include a detailed description of the techiques, long-term monitoring protocols, and criteria for measuring success to be used for wetland creation and/or enhancement.

Mitigation Measure G.2

To mitigate the potential degradation or loss of habitat for the impacts to California red-legged frog, Mission blue butterfly, San Bruno elfin butterfly; mortality of individuals of these species; and loss of native grassland to a less-than-significant level, the project sponsor shall develop and implement a Biological Resources Mitigation Monitoring Plan.

At a minimum, the Biological Resources Mitigation Monitoring Plan shall include the following measures:

California Red-legged Frogs

G.2.I. The U.S. Fish and Wildlife Service and U.S. Army Corps of Engineers shall have final approval as to the option to be implemented by the project sponsor to compensate for the loss of the only breeding location for California red-legged frogs on the County Jail No. 3/7 Complex property at the abandoned sewage treatment plant as a result of constructing the proposed project.

As one option to compensate for the loss of this breeding location for California red-legged frogs, a conservation easement shall be established over the entire wetland complex and adjacent uplands to permanently protect habitat for the California red-legged frog. The easement shall prohibit any additional grading or development and specify vegetation and water quality management practices within the easement area.

G.2.J. Prior to covering, filling, or removing the open sewage tanks at the abandoned sewage treatment plant, a permanent breeding pond for California red-legged frogs shall be created on the project site. The breeding pond shall be designed to hold water through late summer, and the perimeter of the pond shall be vegetated with appropriate native plant species that provide cover for California red-legged frogs. Prior to covering, filling, or removing the open sewage tanks, the breeding pond shall be monitored for two years to confirm water retention, success of revegetation, and use by California red-legged frogs. The conservation easement shall prohibit stocking of the breeding pond with mosquito fish, bullfrogs, or other predators of California red-legged frogs to limit predation on California red-legged frogs.

G.2.K. Prior to construction activities in or near potential California red-legged frog habitat, including wetlands and the area of the new breeding pond, a qualified biologist retained by the project sponsor shall install barrier fencing around these areas and conduct pre-construction surveys for California red-legged frogs. If California red-legged frogs are found in these areas, a qualified biologist who has appropriate authorization from the U.S. Fish and Wildlife Service shall remove California red-legged frogs from these areas and relocate them to other suitable habitat away from the construction zone on or off the project site.

G.2.L. During construction, the speed limit on access roads shall be restricted to 15 miles per hour.

G.2.M. Barriers and silt fences shall be constructed to isolate California red-legged frog habitat from work areas.

G.2.N. Hydrostatic pressure testing of the new water storage tank and discharging of hydrostatic test water shall be performed such that erosion does not occur.

G.2.O. Chlorinated water that is used to disinfect the new water storage tank and transmission pipelines shall be dechlorinated prior to any discharges.

G.2.P. Suitable temporary and permanent erosion and sedimentation control measures shall be implemented and maintained during and after any construction that occurs within 100 feet of jurisdictional wetlands or on slopes that drain into the wetlands. Suitable erosion and sedimentation control measures include, but are not limited to: waterbars, sedimentation barriers, sedimentation basins, straw mulch, and seeding.

G.2.Q. Refueling or maintenance of construction equipment shall be restricted to areas at least 100 feet from wetlands or other California red-legged frog habitat or within a bermed area such that there is no threat of hazardous materials reaching the wetlands or other habitat as a result of a spill. All hazardous materials spills during project construction shall be cleaned up and disposed of according to applicable state and federal laws.

G.2.R. The proposed project shall be designed to include covering, filling, or removing the open sewage tanks at the abandoned sewage treatment plant to prevent the inadvertent trapping of California red-legged frogs.

G.2.S. Work related to covering, filling, or removing the open sewage tanks at the abandoned sewage treatment plant shall be conducted after the July to August metamorphosis period of larval California red-legged frogs.

G.2.T. Prior to work on the open sewage tanks at the abandoned sewage treatment plant, a qualified biologist who has appropriate authorizations from the U.S. Fish and Wildlife Service shall remove California red-legged frogs from the open sewage tanks and relocate them to other suitable habitat away from the construction zone on or off the project site.

Mission Blue and San Bruno Elfin Butterflies

G.2.U. Fencing or flagging shall be installed around areas that contain larval host plants of Mission blue and San Bruno elfin butterflies that are near construction sites to clearly mark those areas of larval host plants that are to be avoided during project construction.

G.2.V. The proposed project shall be designed such that the new water storage tank can be constructed without cutting into the slope above the existing water storage tank beyond the stand of Monterey cypress trees, and that a row of these trees be retained as a temporary buffer between construction activity and the preferred foraging habitat of larval Mission Blue butterflies. During project construction, the slope beyond the stand of Monterey cypress trees shall not be cut, and a row of these trees shall be retained as a buffer between construction activity and butterfly habitat.

G.2.W. If it is necessary to widen the access road to the existing water storage tank to construct the new water storage tank, the proposed project shall be designed such that the road can be widened without cutting into the cut slope on the uphill side of the access road where there are larval host plants of Mission blue and San Bruno elfin butterflies. During project construction, the cut slope on the uphill side of the access road shall not be cut to widen the access road.

G.2.X. Dust control measures shall be implemented at all construction sites and along all access roads throughout project construction.

G.2.Y. To compensate for the loss of Mission blue butterfly habitat as a result of constructing the new water storage tank, Mission blue butterfly habitat shall be created by revegetating the cut slope above the new water storage tank. In early spring (i.e., around March) and prior to construction of the new water storage tank, the lupine plants on the cut slope above the existing water storage tank shall be removed to prevent use of the plants by larval Mission blue butterflies and divert butterfly foraging to other habitat areas. After the new water storage tank has been constructed, the cut slope above the tank and most of the remaining row of Monterey cypress trees beyond the cut slope shall be revegetated as Mission blue butterfly habitat. Following the end of the adult flight season in June, the remaining Monterey cypress trees in the eastern two-thirds of the row shall be removed, in preparation for revegetation. A small area of Monterey cypress trees shall be retained to provide a visual screen between the new water storage tank and the Sweeney Ridge Skyline Preserve. Excessive duff which has accumulated under the Monterey cypress trees shall be removed to create a suitable planting substrate. The revegetation of Mission blue butterfly habitat shall consist of hand broadcast seeding of purple needlegrass (*Nassella pulchra*), installing small plugs of purple needlegrass, coast buckwheat (*Eriogonum latifolium*), and silver bush lupine (*Lupinus albifrons*); and sowing seed of silver bush lupine. Plant seeds and plugs for revegetation shall be collected from the project site and/or from local sources.

Raptors

G.2.Z. Trees with active raptor nests shall not be removed during the raptor breeding season (about March to August).

G.2.AA. If trees that may contain nesting sites for raptors must be removed to construct the proposed project, a qualified biologist retained by the project sponsor shall conduct pre-construction surveys for raptor courting behavior and inactive raptor nests in these trees in February or March. If courting behavior or inactive nests are observed during the surveys, the trees shall be removed before the start of the raptor breeding season.

Native Grassland

G.2.BB. Fencing or flagging shall be installed around areas of native grassland that are near construction sites to clearly mark those areas of native grassland that are to be avoided during project construction.

G.2.CC. If it is necessary to widen the access road to the existing water storage tank to construct the new water storage tank, the proposed project shall be designed such that the road can be widened without cutting into the cut slope on the uphill side of the access road where there is an area of native grassland. During project construction, the cut slope on the uphill side of the access road shall not be cut to widen the access road.

General Biological Resources

G.2.DD.After project construction, all areas temporarily disturbed during project construction shall be revegetated. A majority of native plant species shall be included in the seed and plant mix used for revegetation. Topsoil shall be salvaged during project construction and used for revegetating disturbed areas. Measures for controlling invasive, non-native weed species shall be implemented after revegetating disturbed areas.

G.2.EE.In areas where vegetation is to be removed during project construction, the vegetation shall be cut at root level whenever possible. The contractor shall remove vegetative debris from wetlands and waterways.

G.2.FF.Construction personnel shall be trained regarding effective implementation of mitigation measures for the protection of special status plant and wildlife species and their habitats and sensitive plant communities.

G.2.GG.Construction activities and post-construction revegetation shall be monitored to ensure impacts are minimized and adequately mitigated to the satisfaction of the permitting agencies.

H. GEOLOGY

SETTING

Regional Geology

The project site is located in the Coast Range Geomorphic Province of northern California. This region is dominated by northwest-southeast trending ranges of low mountains and intervening valleys. This regional topographic fabric has developed along the San Andreas Fault Zone, a system of large, predominantly strike-slip faults[1]. These faults represent the plate boundary between the Pacific and North America lithospheric plates. Active motion along the plate boundary results in the accumulation of strain along the faults within the San Andreas Fault Zone. Release of this strain occurs during earthquakes within this seismically active region.

Specifically, the site is located on the northeastern flank of Sweeney Ridge, a linear upland within the northern Santa Cruz Mountains. The ridge is underlain by resistant greenstone (metamorphosed basalt) and sandstone of the Franciscan Assemblage.[2] Greenstone (metamorphosed basalt) is the predominant bedrock type in the northern portion of the ridge, including at the project site. The greenstone occurs as massive (i.e., unstructured) lenticular bodies varying in thickness from a few meters to many hundreds of meters (tens to many hundreds of feet). The bedrock is mantled by clayey residual soil and colluvium (slope-derived mixtures of soil and rock fragments). Relatively small, steep drainage valleys dissect the resistant upland. The valley bottoms are filled with variable thicknesses of colluvium and alluvium (sediments transported by water).

Another dominant regional geologic structure is the San Andreas Rift Zone, a narrow linear valley formed along the San Andreas Fault, the largest active fault in the SAFZ. This valley is located about four kilometers (13,000 feet) northeast of the eastern boundary of the project site. The valley is bound to the west by uplands formed on older Jurassic-Cretaceous age Franciscan Assemblage bedrock; and to the east by uplands formed on younger Merced Formation sandstone and siltstone and fractured and sheared Franciscan Assemblage rocks. The valley generally drains to the southeast. Dams constructed within the valley impound the San Andreas Lake and Upper and Lower Crystal Springs Reservoirs.

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[1] A strike-slip fault is a fracture in the earth's crust along which predominantly horizontal movement occurs (one side of the fault relative to the other) during an earthquake.

[2] Brabb, E.E. and Pampeyan, E.H.,Geologic Map of San Mateo County, California, U.S. Geological Survey Miscellaneous Investigation Series, Map I-1257-A, scale 1:62,500, 1983.

Local Geology

The project site consists of a small, bowl-shaped basin and surrounding upland areas (Figure H-1). The upland areas in the southern and western portions of the site and along Sneath Lane on the eastern margin of the site are underlain by greenstone of the Franciscan Assemblage. In general, the unweathered bedrock is hard with moderately to widely spaced fractures. The weathered bedrock is firm with fractures that are closely to moderately spaced.[3] Natural slopes formed on the bedrock are moderately steep to steep. In general, cut slopes have high to very high stability.[4]

Most of the existing structures at the project site are located within and at the margin of the bowl-shaped basin. The basin is formed by the merger of a southern, generally northward sloping valley and a western, eastward sloping valley. Neither of these valleys has a well-defined stream channel. The natural drainage outlet for the basin is a narrow east-west trending valley cut through the ridge bounding the basin's east side. This outlet valley connects the basin with the San Andreas Rift Zone valley to the east. The basin is currently poorly drained, a consequence of fill placed for construction of Sneath Lane.

Subsurface investigations[5] conducted at the project site indicate that the valley is filled with colluvial and alluvial deposits. The colluvial deposits consist of clayey sand and silty sand with rock fragments (generally of gravel size). These deposits are thickest near the base of the slopes at the margin of the basin.

The interior of the basin is filled with alluvium and artificial fill. The alluvium consists primarily of sandy clay and clayey sand. A relatively thin, organic silt surface deposit was identified in the western valley. This deposit was buried by the placement of artificial fill. The fill increases in thickness from 2.4 to 6.1 meters (8 to 20 feet), generally thickening from west to east. The fill materials are non-uniform but consist predominantly of loose silty sand and clayey sand.

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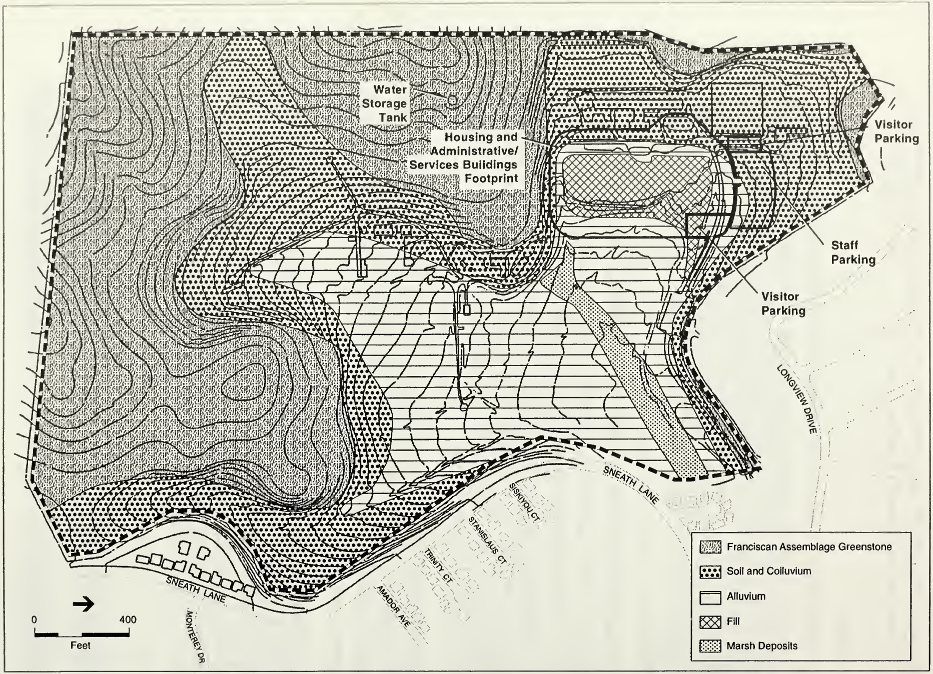
[3] Wentworth, C.M., Ellen, S., Frizzell, V.A., and Schlocker, J., Map of Hillside Materials and Description of Their Engineering Character, San Mateo County, California, U.S. Geological Survey Miscellaneous Investigation Series Map I-1257D, scale 1:62,500, 1985.

[4] Ibid.

[5] Rutherford & Chekene, Geotechnical Investigation, County Jail No. 3 Replacement Project, the County and City of San Francisco, San Mateo County, California, prepared for Kennedy/Jenks Consultants, 1997. 74 p. + Figures + Appendices.



Source: Williams, Tanaka, Del Campo & Maru, 1990,
San Francisco Proposition 52 Sheriff's Projects, San Bruno Master Plan

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FIGURE H-1

Project Site Geology

Soils

The soil types (mapping units) at the project site and surrounding area have been mapped and characterized by the Soil Conservation Service.[6] The topography and subsurface materials are the apparent major controls on soil development.

The upland areas of the site, underlain by greenstone bedrock of the Franciscan Assemblage, are predominantly sandy loam and very gravelly sandy loam. The soil mapping unit within this area is Barnabe-Candlestick Complex. Bedrock is typically encountered within 0.3 to 1.0 meter (1.0 to 3.3 feet) of the ground surface. The shallow soils have slow to moderate permeability and low shrink-swell potential. The runoff rates are rapid to very rapid and the erosion hazard is high to very high on the steep slopes. The agricultural capability of the soils throughout most of the site is severely to very severely limited due to the steepness (high runoff rates and severe erosion hazards) of the slopes and shallow rooting depths. These soils are not suitable for cultivation, and their principal uses are open space, wildlife habitat, and recreation.

The soils developed on the alluvial deposits within the basin area in the northern portion of the site are mapped as Candlestick Variant loam. These soils are typically very deeply developed and well drained. They have moderately slow permeability and low to moderate shrink-swell potential. The erosion hazard is slight to moderate for undisturbed soils, depending on slope gradient. The potential for erosion severely limits the agricultural capability of this soil. Although the basin area of the site is mapped as Candlestick Variant loam, the typical profile of this mapping unit does not include the thick, black, organic silt layer that has been identified at the site during subsurface investigations. This layer probably represents deposition within the wetland environment of the closed basin. The organic silt deposit would be expected to have relatively high erosion hazard and low strength due to soil texture and high organic content.

Slope Stability

The project site slopes range from gentle (less than five percent) in the interior of the basin and filled portions of the valleys to steep (greater than 25 percent) in portions of the upland areas of the southern and western portions of the site. In general, the natural slopes on areas underlain by Franciscan Assemblage greenstone (the predominant bedrock type at the project site) are generally stable to moderately stable.[7] The slopes are considered to have a moderate susceptibility to slope failure during expected strong ground shaking caused by regional earthquakes.[8]

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[6] U.S. Department of Agriculture (USDA), Soil Survey of San Mateo County Eastern Part, and San Francisco County, California, 1991, 120 p. + maps.

Inspection of the slopes at the project site indicate that these slopes do not have evidence of numerous recent slope failures. However, one relatively small recent shallow slope failure has been identified near the facility's north gate on the moderately steep slope above the access road. In addition, several small soil slips have been identified on the slopes. All of these recent and active slope failures are small and shallow and probably confined to the colluvial deposits. The topography of portions of the slopes in the western portion of the project site provides evidence of larger inactive or dormant landslide features.[9] Similar features are present in the southern portion of the project site.

The fill in the western valley at the project site presents a potential slope stability problem. The fill slope at the eastern margin of the fill is about 6.1 meters (20 feet) high and has a slope gradient of about 2:1 (horizontal:vertical). The subsurface investigation of these materials indicates that the fill materials are not compacted. This slope may be unstable, particularly under seismic shaking conditions.[10]

Seismicity

The region of coastal northern California in which the project site is located is seismically active. The release of accumulated strain within the region results in rupture of the earth's crust, typically along pre-existing faults. The resulting earthquake generates seismic waves that produce ground shaking as the waves move through the earth. The "magnitude" (M) of an earthquake is a measure of the size or energy release at the source of the earthquake. The severity of ground shaking at any particular point is referred to as "intensity" and is a subjective measure of the effects of ground shaking on people, structures, and earth materials. The level of intensity is commonly defined by comparison to the Modified Mercalli Intensity (MMI) Scale (Table H-1),

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[7] Nilsen, T.H., Wright, R.H., Vlasic, T.C., and Spangle, W., Relative Slope Stability and Land-use Planning in the San Francisco Bay Region, California, U.S. Geological Survey Professional Paper 944, 1979, 95 p. + maps.

[8] Wieczorek, G.F., Wilson, R.C., and Harp, E.L., Map Showing Slope Stability During Earthquakes in San Mateo County, California, U.S. Geological Survey, Miscellaneous Investigations Series Map I-1275-E, scale 1:62,500, 1985.

[9] Geotechnical Consultants, Inc., Letter Report, Geologic and Seismic Series Map I-1275-E, scale 1:62,500, 1985.

Geotechnical Consultants, Inc., Letter Report, Geologic and Seismic Assessment, San Francisco County Jail No. 3 Replacement, San Mateo County, California, prepared for Rutherford & Chekene, 1997, 5p. + Appendices.

[10] Rutherford & Chekene, 1997, op. cit.

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TABLE H-1: Modified Mercalli Scale[1]

Intensity		Effects	v,[2] cm/s	g[3]
M[4]	I.	Not felt. Marginal and long-period effects of large earthquakes.		
3	II.	Felt by persons at rest, on upper floors, or favorably placed.		
	III.	Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.		0.0035-0.007
4	IV.	Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking the walls. Standing motor cars rock. Windows, dishes, doors rattle. Glasses clink. Crockery clashes. In the upper range of IV wooden walls and frame creak.		0.007-0.015
	V.	Felt outdoors; direction estimated. Sleepers wakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.	1-3	0.015-0.035
5	VI.	Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knickknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken (visibly, or heard to rustle - CFR).	3-7	0.035-0.07
6	VII.	Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line. Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments - CFR). Some cracks in masonry C. Waves on ponds, water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.	7-20	0.07-0.15
	VIII.	Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.	20-60	0.15-0.35
7	IX.	General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations - CFR.) Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake foundations, sand craters.	60-200	0.35-0.7
8	X.	Most masonry and frame structures destroyed with their foundations. some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.	200-500	0.7-1.2
	XI.	Rails bent greatly. Underground pipelines completely out of service.		>1.2
	XII.	Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown into the air.		

Notes: *Masonry A, B, C, D.* To avoid ambiguity of language, the quality of masonry, brick or otherwise, is specified by the following lettering (which has no connection with the conventional Class A, B, C construction).

Masonry A: A Good workmanship, mortar, and design, reinforced, especially laterally, and bound together by using steel, concrete, etc.; designed to resist lateral forces.

Masonry B: Good workmanship and mortar, reinforced, but not designed to resist lateral forces.

Masonry C: Ordinary workmanship and mortar; no extreme weaknesses such as non-tied-in corners, but masonry is neither reinforced nor designed against horizontal forces.

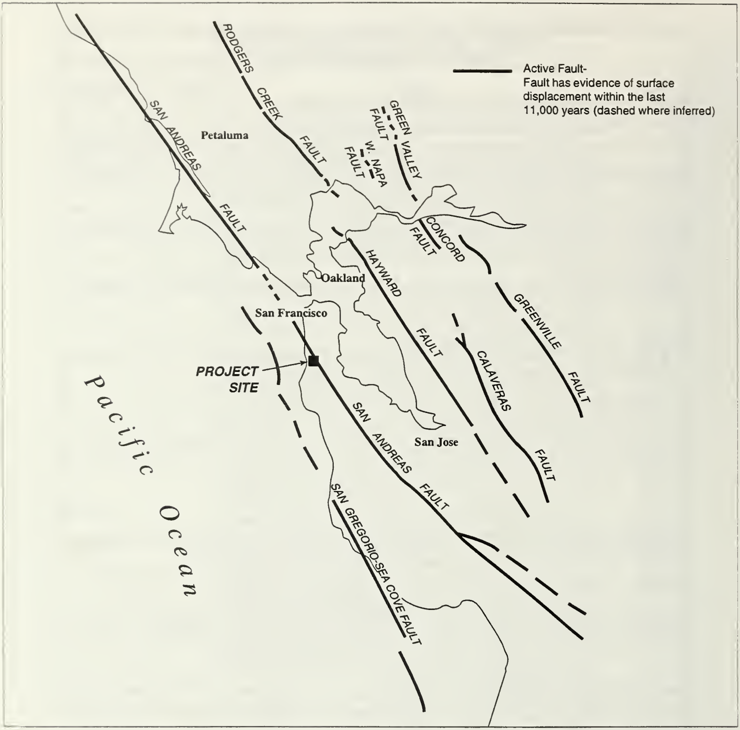
Masonry D: Weak materials, such as adobe; poor mortar; low standards of workmanship; weak horizontally.

[1] From Richter (1958).

[2] Average peak ground velocity, cm/s.

[3] Average peak acceleration (away from source).

[4] Richter magnitude correlation.



Source: Baseline Environmental Consulting

97.368E: County Jail No. 3 Replacement Project

FIGURE H-2

Regional Faults

which subjectively categorizes the intensity on the basis of observed effects of seismic shaking on common objects.

The area of the site is within Seismic Zone 4 (the highest seismic risk zone) of the Uniform Building Code. The seismicity of the region is related to movement of the earth's crust along the lithospheric plate boundary between the Pacific (to the west) and North America lithospheric plates. Within this area, the plate boundary is generally defined by a set of northwest-southeast trending right-lateral, strike-slip faults of the San Andreas Fault System (Figure H-2). The regional faults include the San Andreas, Hayward, Calaveras, San Gregorio, and Rodgers Creek faults. Each of these faults is considered active[11] and capable of generating moderate to large earthquakes. In addition to these major faults, numerous other active and potentially active faults have been identified in the San Francisco Bay region. The Working Group on California Earthquake Probabilities has estimated that there is a 67 percent probability that one or more large earthquakes (M7 or greater) will occur along one of the major fault zones (San Andreas, Hayward, or Rodgers Creek) in the San Francisco Bay Area during the 30-year period 1990 to 2020.[12] Large earthquakes are also possible on non-major fault zones (e.g., Calaveras, San Gregorio, and Greenville) not included in this regional investigation.

Although numerous active faults have been identified within the San Francisco Bay region, the project site is not traversed by any identified active faults. Therefore, the potential for fault rupture at the site is low. However, expected earthquakes on nearby active faults could affect the site. The San Andreas Fault is located about 0.8 kilometers (0.5 mile) east of the eastern margin of the site. In 1906, the San Andreas Fault ruptured from San Juan Bautista in San Benito County to Cape Mendocino, generating a M8 earthquake. Based on physical characteristics and seismic history of the San Andreas Fault, the fault has been subdivided into three major distinct segments in the San Francisco Bay region: North Coast, Peninsula (includes Mid-Peninsula and Northern Santa Cruz Mountains subsegments), and Southern Santa Cruz Mountains.

The project site is located near the southern end of the North Coast segment and the northern end of the Peninsula segment of the San Andreas Fault. The expected earthquake on the North Coast segment would be similar to the 1906 M8 event and has an approximate two percent

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[11] An active fault is defined by the California State Mining and Geology Board as a fault which has had surface displacement with Holocene time about the last 11,000 years.

[12] Working Group on California Earthquake Probabilities (WGCEP), Probabilities of Large Earthquakes in the San Francisco Bay Region, California, U.S. Geological Survey Circular 1053, 1990, 35 p. + Appendices.

chance of occurrence during the period 1990 to 2020.[13] The Peninsula segment is considered capable of generating an M7 earthquake with a probability of 23 percent over the same 30-year period. Although the expected Peninsula segment event would be relatively less severe than would the North Coast event, the probability of occurrence is significantly higher, and strong ground shaking (MMI VIII) would be expected at the project site.[14]

In addition to earthquakes along the San Andreas Fault, the project site would also undergo significant ground shaking during expected earthquakes on other active faults within the region. The Hayward Fault, located about 41.2 kilometers (25.6 miles) east of the site, is considered capable of generating a M7 earthquake. This earthquake (with a probability of occurrence of 23 to 28 percent) would result in MMI VII shaking, possibly resulting in nonstructural damage. An expected M7 earthquake on the San Gregorio Fault (12.9 kilometers or 8 miles west of the site) could cause MMI VIII shaking at the site.[15] Insufficient data are currently available to determine the probability of this seismic event on the San Gregorio Fault. By comparison to these expected seismic events, the site experienced MMI VII ground shaking during the 1989 Loma Prieta earthquake. The epicenter of this M7.1 earthquake was about 97.9 kilometers (60.8 miles) southeast of the project site in a region just west of the South Santa Cruz Mountains segment of the SAF. Following this earthquake, the existing jail facility experienced significant interruption of primary service in electrical and water supply.[16]

IMPACTS

For the purpose of this EIR, the proposed project would be considered to have a significant geotechnical impact if it were to:

- expose people or structures to major geologic hazards, including changes in topography, unstable soil conditions, slope instability, expansive soils, seismic shaking, fault rupture, seismic ground failure (including liquefaction), landslides or mudflows, erosion, or subsidence.

A final design report (consisting of a Soils Engineering Report and Engineering Geology Report) will be prepared for the proposed project in accordance with the requirements of the California

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[13] Ibid.

[14] Perkins, J.B. and Boatwright, J., On Shaky Ground, San Francisco Bay Area, Association of Bay Area Governments, 1995, 35 p. + Appendices.

[15] Ibid.

[16] Santizo, D., Engineer, San Francisco Sheriff's Department Builiding Services, personal communication with Kevin O'Dea, Baseline, October 17, 1997.

Building Code (CBC). The CBC requires preparation of a Soils Engineering Report and an Engineering Geology Report if a project involves grading of more than 5,000 cubic yards of soil. Although the specific volume of grading for the approved project is not yet known, grading to construct the project will likely exceed this volume limit. The CBC requires that these reports include:

- data regarding the nature, distribution and strength of existing soils;
- conclusions and recommendations for grading procedures and design criteria for corrective measures; and
- an opinion on adequacy of the proposed grading with respect to soils engineering and geologic factors.

The impact evaluation presented in the following section specifically identifies geologic, soils, and seismic conditions at the project site for which further analysis or clarification is necessary. These conditions would be addressed in the final design report.

Impact Analysis

Unstable Soil Conditions Effects as a Result of Constructing Proposed Improvements

Portions of the project site contain soils with physical properties that could experience consolidation or compression under the loading imposed by the proposed project improvements. The proposed County Jail No. 3 replacement buildings and associated new roadways would be placed in an area underlain by up to 6.1 meters (20 feet) of uncontrolled fill. Subsurface investigation and geotechnical testing of the fill indicate that the lower portions of the fill are poorly to moderately compacted and nonuniform in composition. Portions of the fill contain rock fragments (including cobbles and boulders), concrete rubble, timber, and steel rebar. The presence of these materials presents the potential of large voids within the fill. Loading of the fill could result in the collapse of voids and settlement of the fill. The loose compaction of the deeper portions of the fill materials could also result in compaction and settlement.

In addition to the potential for compression of the fill materials, subsurface testing of the underlying native soils also indicates the potential for compression and/or consolidation. The black silt directly beneath the fill is soft and apparently has a high organic content. This type of soil is susceptible to consolidation. The clays and silty clays that underlie the organic silt are soft to stiff and may also be susceptible to consolidation.

High groundwater conditions (within 10 feet of the ground surface) were identified in the area of the parking facilities proposed north of the replacement County Jail No. 3 building. High groundwater presents a potential adverse condition (reduced soil strength and soil heaving) for the performance of pavements.

Settlement (particularly differential settlement) of the fill or natural sediments related to compaction or consolidation could cause damage to building foundations and/or pavements. Such damage could potentially adversely affect the operation of the proposed jail facility systems. Damage related to unstable soil conditions would, if not mitigated, be a significant impact.

The final geotechnical report[17] for the proposed project presents design recommendations for managing the potential consolidation/compression of the existing fill and underlying native soils. The recommendations include a number of optional techniques for replacing or reworking the existing fill materials to provide a more stable bearing material for the foundations of the proposed buildings. The optional fill treatments include:

- Removal and replacement of the entire fill using conventional compaction equipment;
- Reduction of the fill thickness by excavation so that compaction of the lower fill could be performed followed by replacement of the excavated fill with engineered fill;
- Recompaction of the fill in-place using dynamic compaction.

Each of these techniques are technically feasible and, if properly performed, could reduce the potential for significant settlement of the fill to a less-than-significant level. The relative cost effectiveness of the techniques would ultimately depend on the area and volume of soil requiring treatment. Following improvement of the fill, appropriate foundation design for the proposed Housing and Administrative/Services Buildings could be conventional shallow footings or slab-on-grade foundations with an appropriate drainage blanket. However, the final geotechnical report recommends the buildings be supported on drilled piers extending below the uncontrolled fill.

The final geotechnical report on the proposed project evaluates the potential for compression or consolidation of subsurface materials and includes recommendations for correcting those unstable soil conditions. The report specifies allowable bearing pressures for subsurface materials and stabilizing the fill beneath the new buildings and facilities, and presents recommendations for foundation designs that can accommodate the loads that would be imposed by the new buildings and facilities. The specifications and recommendations in the final geotechnical report will be incorporated into the final design and construction specifications for the proposed project.

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[17] Rutherford & Chekene, Geotechnical Investigation, County Jail No. 3 Replacement Project, the City and County of San Francisco, San Mateo County, California for Kennedy/Jenks Consultants, 1997.

All pavements (roads and parking areas) will be designed by a licensed engineer to meet required traffic index ratings. The pavement design will include adequate surface and subsurface drainage systems to prevent saturation of subgrade materials.

Prior to construction of the project, a grading plan incorporating the recommendations for soil stabilization and road and parking area design will be submitted for review and approval by the San Francisco Department of Building Inspection.

Therefore, the proposed project would not expose people or structures to unstable soil conditions because the specifications and recommendations for correcting unstable soil conditions on the project site included in the final geotechnical report would be implemented during design and construction of the proposed project.

Slope Instability Effects as a Result of Constructing Proposed Improvements

The stability of the fill slope at the eastern margin of the uncontrolled fill at the site of the proposed Housing and Administrative/Services Buildings was evaluated in the final geotechnical report prepared for the proposed project. The stability analysis indicated that the slope was unstable and susceptible to relatively deep rotational failures during expected seismic shaking. The area of slope instability extends from the toe of the slope to about 20 meters (66 feet) west of the crest of the slope. In addition, the potential for erosion of the toe of the slope during periods when the lowland area east of the fill slope is inundated by flood water was identified as a potentially adverse condition. Failure of the slope could result in damage to new building foundations and pavements. The potential for slope failure would not be significant if slopes are properly designed, constructed, and maintained.

The final geotechnical report recommends that the fill slope be stabilized by partial or complete removal of the fill within the area of expected slope failure and replacing it with engineered fill or compacting the fill in place through dynamic compaction. Alternatively, the slope could be stabilized through installation of soil-cement columns within the area of the eastern margin of the fill identified as susceptible to slope failure.

Potential failure of the slope along the northern margin of the main access road is indicated by the existing small slope failure north of the main gate. Inappropriate design of cut slopes for the proposed main access road could result in slope failure similar to that described above for the fill slope. This type of slope failure could present potential maintenance problems during operation of the jail replacement facilities.

A grading plan for the proposed project will be prepared to address the potential for failure of existing and proposed fill and cut slopes on the project site and includes recommendations for stabilizing those slopes. The plan will be prepared by a licensed geotechnical engineer in compliance with the current California Building Code. The plan will specify material types, slope angle, compaction requirements, and short-term (construction period) and long-term erosion protection for all constructed slopes (fill slopes and cut slopes required for building pads, water storage tanks, roads, and parking lots) on the project site such that the slopes remain stable under static and seismic shaking conditions. Prior to construction of the project, the grading plan incorporating the recommendations for slope design shall be submitted for review and approval by the San Francisco Department of Building Inspection.

Therefore, the proposed project would not expose people or structures to unstable slopes because the specifications and recommendations for stabilizing existing and potentially unstable slopes on the project site included in the final geotechnical report would be implemented during design and construction of the proposed project.

Damage to Structures and Human Injury as a Result of Seismic Shaking on the Project Site

The most significant earthquake source with the potential to adversely affect the project site is the San Andreas Fault. The fault is considered capable of generating moderate to large earthquakes. Recurrence of an earthquake similar to the 1906 event (M8) would generate the greatest expected level of ground shaking on the project site. This seismic event is considered the maximum credible earthquake (MCE) for the project site. The probability of this event between 1990 and 2020 has been estimated to be two percent. A seismic hazard analysis prepared for the project site[18] indicates that the intensity of seismic shaking on the site would be very strong. The estimated peak horizontal ground acceleration would be 100 percent of the acceleration of gravity (1.00g). The peak vertical acceleration would be 0.67g. The peak accelerations were conservatively estimated as the mean peak acceleration plus one standard deviation. This level of ground shaking on the site would be comparable to Modified Mercalli Intensity X.

The seismic hazard analysis also included development of acceleration response spectra for the MCE. Response spectra are analytical models which relate the expected levels of seismically-induced ground motion to the expected response (displacement) of structures. A probabilistic earthquake hazard analysis was also performed to develop the spectra for earthquakes which have probabilities of 10 and 50 percent of being exceeded in the next 50 years. The spectra provide estimates of ground accelerations for a range of natural periods (0 to 4 seconds) and a range of damping[19] factors (0.5 to 10 percent). The spectra are used by seismic engineers to estimate the structural response of improvements to seismic shaking.

The new jail buildings would generally have regular configurations (i.e., uniform sections and elevations, low height-to-base ratios, and symmetrical plans), which promote stability of the structures during seismic ground shaking. All new structures and their non-structural elements (e.g., cladding, mechanical and electrical systems, and ceilings) of the proposed project would be designed and constructed in conformance with the provisions, including seismic safety requirements, of the Uniform Building Code as amended by the State of California (California Building Code), State Board of Corrections, and City and County of San Francisco (San Francisco Building Code); the seismic safety design criteria of the State Fire Marshall; and the design criteria developed for the proposed project.

Therefore, the potential for damage to new structures and their non-structural elements and human injury during seismic ground shaking on the project site would be reduced to a less-than-significant level through the design and construction of the new structures and non-structural elements in conformance with the applicable local and state seismic safety design requirements described above.

Construction of the proposed project would improve existing seismic hazards on the project site. A 1993 summary of seismic evaluations[20] of the existing County Jail No. 3 building in 1988 and 1993 indicates that the structure, constructed in 1932, poses a serious life safety hazard during a strong earthquake and needs seismic rehabilitation. The summary specifically states that the lateral load-resisting system of the building is not sufficiently strong or rigid to accommodate the expected seismic ground shaking on the project site. The 1997 Draft Site and Utilities Report indicates that the existing 250,000-gallon water storage tank, also constructed in 1932, is

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[18] Geotechnical Consultants, Inc., 1997, op. cit.

[19] Damping refers to the attenuation (reduction) of amplitude of seismically-induce vibration within a structure.

[20] OLMM Structural Design, Review of Report on Seismic Assessment and Upgrade Recommendations for San Francisco County Jail No. 3 dated June 25, 1993 by SOH & Associates/K.N. Tuan & Associates, letter report prepared for City and County of San Francisco Bureau of Architects, 4 p., 1997.

susceptible to failure by sliding, uplift, and compression during the expected seismic ground shaking on the project site. Construction of the new Housing and Administrative/Services Buildings to replace the existing County Jail No. 3 building, and construction of the new 448,000-gallon water storage tank to replace the existing 250,000-gallon water storage tank under current Building Codes that contain more rigorous seismic safety standards than the 1932 standards would improve existing seismic hazards on the project site.

Damage to Structures as a Result of Liquefaction of Project Area Sediments

During seismic shaking, certain unconsolidated sediments are susceptible to a phenomenon called liquefaction. Under liquefaction, increased pore water pressure within the sediments results in a sudden loss of strength, and the sediments are transformed from a solid to a liquid state. The liquefied sediments can flow, causing settlement and lateral spreading of the ground surface supported by these sediments. Saturated, loose, cohesionless sediments (e.g. poorly consolidated sands and silty sand) have the greatest potential to liquefy.

In general, the geologic materials at the project site have a low susceptibility to liquefaction.[21] The liquefaction potential for the greenstone bedrock (weathered and unweathered) is negligible. The colluvium and alluvial deposits (predominantly clays, silty and sandy clays, and clayey sands) are sufficiently cohesive to reduce the potential for liquefaction.

The fill area located east of the existing County Jail No. 3 building and in the area proposed for the new Housing and Administrative/Services Buildings includes loose silty sand which, if saturated, could present a moderate to high liquefaction hazard. In addition, the loose organic silt deposit underlying the fill would have a moderate susceptibility to liquefaction if saturated. Groundwater levels in borings placed within the fill area in December 1989 and July 1997 indicate that the silty sands within the fill are above the zone of saturation. Under these conditions, the potential for liquefaction in these sediments would be low. However, the stabilized water levels in July 1997 were, at some boring locations, within or above the level organic silt. However, visual observations made during soil sampling and laboratory testing of the moisture content of silt samples did not indicate that the silt was saturated. Therefore, the data are inconclusive to determine the potential for saturation of the silt during the rainy season. If saturated during seasonal high groundwater conditions, the potential for liquefaction in the fill and underlying silt could be significant. Liquefaction could result in ground surface settlement or lateral spreading which could cause damage to building foundations or pavements.

A final design report on the proposed project will be prepared that evaluates the potential for liquefaction on the project site and includes specifications for stabilizing fill slopes and underlying native soils, including the organic silt beneath the proposed location for the new jail buildings, such that building foundation materials will not liquefy during ground shaking caused by the design earthquake. The recommendations will be based on data that establish the expected seasonal high ground water levels. The report will be prepared by a licensed geotechnical engineer in conformance with the current California Building Code. The recommendations in the report will be incorporated into the final design and construction specifications for the proposed project.

Prior to construction of the project, a grading plan incorporating the recommendations for preventing liquefaction on the project site will be submitted for review and approval by the San Francisco Department of Building Inspection.

Therefore, the proposed project would not expose people or structures to liquefaction because the recommendations for stabilizing fill slopes and underlying native soils so that they do not liquefy during ground shaking included in the final design report would be implemented during design and construction of the proposed project.

MITIGATION MEASURES

The proposed project would not expose people or structures to major geologic hazards. Therefore, no mitigation measures are required.

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[21] Rutherford & Chekene, 1997, op.cit.

I. HYDROLOGY AND WATER QUALITY

SETTING

Climate

The climate in the vicinity of the project site is characterized as Mediterranean, with cool wet winters and warm dry summers. The mean annual rainfall in the vicinity of the project site, the majority of which falls between October and April, is approximately 20 inches.[1] Analysis of long-term precipitation records indicates that wetter and drier cycles lasting several years are common in the region. Severe, damaging rainstorms occur at a frequency of about once every three years.[2]

Drainage and Flooding

The project site is located in the upper foothills of the northern Santa Cruz Mountains (Figure I-1). Sweeney Ridge, the highest elevation feature in the vicinity [with a peak elevation of 1,220 feet above the National Geodetic Vertical Datum (NGVD)], begins just south of the site and extends for approximately two miles to the southeast. Areas to the west, north, and east are characterized by moderately to steeply sloping lands with elevations ranging from approximately 400 to 750 feet NGVD.[3,4] The project site can be divided into two topographic subareas: the hilly uplands in the south and southwest (with elevations up to 955 feet NGVD) and the relatively flat lowlands in the north and northwest (with elevations ranging from 560 to 620 feet NGVD.

Topography divides the site into three drainage subareas (Figure I-2). Each subarea receives runoff from off-site areas. The drainage characteristics of each subarea are described in Table I-1. Flow from all three subareas drains to the low-lying marsh area in the northeastern portion of the site. Prior to modification of the natural drainage patterns, the three subareas drained through a natural outlet at the northeastern corner of the site and flowed southeast to San

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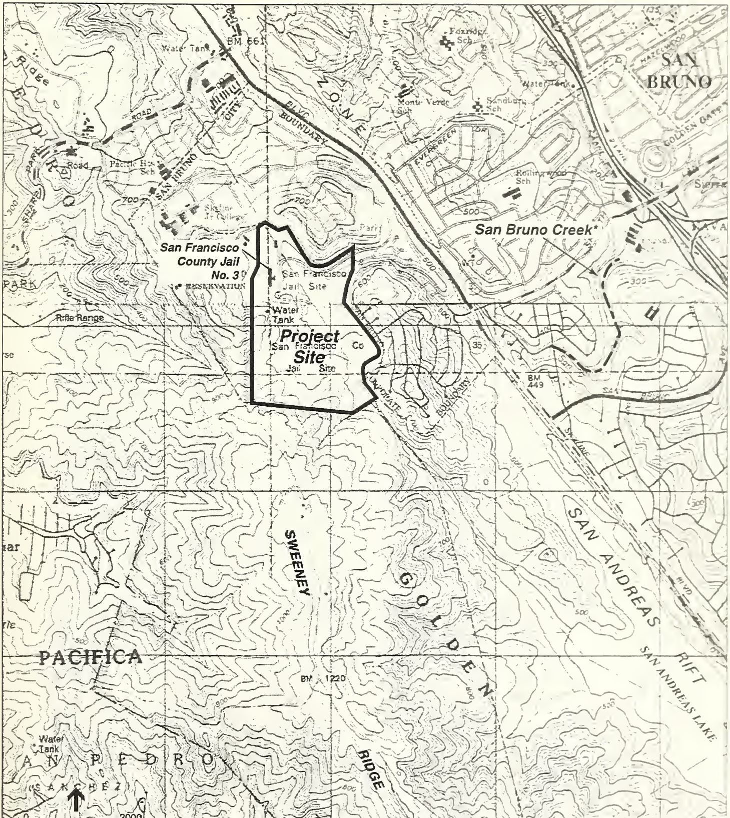
[1] Williams, Tanaka, Del Campo & Maru (WT/DCM), San Francisco Proposition 52 Sheriff's Projects, San Bruno Master Plan, 6 November, 1990.

[2] Brown, William M. III, Historical Setting of the Storm: Perspectives on Population, Development, and Damaging Rainstorms in the San Francisco Bay Region, in Landslides, Floods, and Marine Effects of the Storm of January 3-5, 1982, in the San Francisco Bay Region, California, Stephen D. Ellen and Gerald F.Wieczorek, Eds., U.S. Geological Survey Professional Paper 1434, 1988.

[3] United States Geological Survey (USGS), San Francisco South, California, 7.5 minute topographic quadrangle, scale 1" = 2,000', 1980.

[4] United States Geological Survey (USGS),Montara Mountain, California, 7.5 minute topographic quadrangle, scale 1" = 2,000', 1993.



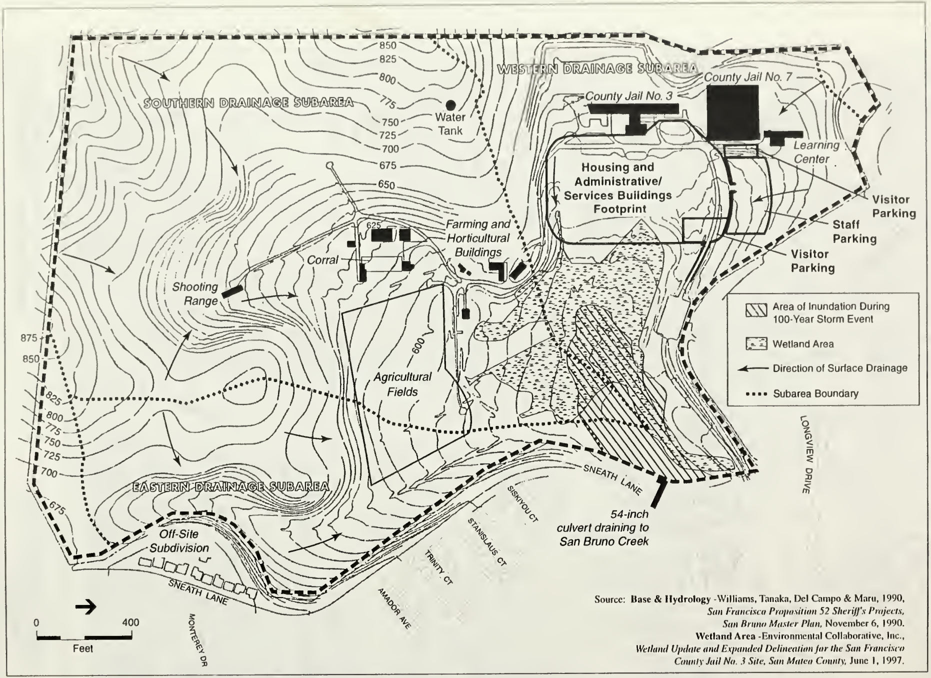
Source: USGS, 1980, *San Francisco South, California*, 7.5 minute topographic quadrangle, scale 1" = 2,000'
USGS, 1993, *Montara Mountain, California*, 7.5 minute topographic quadrangle, scale 1" = 2,000'

97.368E: County Jail No. 3 Replacement Project

FIGURE I-1

Regional Topography

*West and East of this explored segment, San Bruno Creek is contained within underground drainage pipes



Source: **Base & Hydrology** -Williams, Tanaka, Del Campo & Maru, 1990, *San Francisco Proposition 52 Sheriff's Projects, San Bruno Master Plan,* November 6, 1990. **Wetland Area** -Environmental Collaborative, Inc., *Wetland Update and Expanded Delineation for the San Francisco County Jail No. 3 Site, San Mateo County,* June 1, 1997.

97.368E: County Jail No. 3 Replacement Project

FIGURE I-2

Project Site Hydrology

97.368E: County Jail No. 3 Replacement Project

TABLE I-1. Drainage Characteristics of Project Site Subareas

	Drainage Area (acres)			**Estimated Runoff (cfs)[2]**		
Drainage Subarea[1]	**On-Site**	**Off-Site**	**Total**	**10-Year Event**	**50-Year Event**	**100-Year Event**
Southern	74	26	100	85	100	110
Eastern	38	32	70	60	70	77
Western	47	33	80	68	80	88
Total Runoff (cfs)				213	250	275
Estimated Flood Elevation (ft above NGVD)				561.8	563.7	565.2

[1] The locations of the drainage basin subareas are shown on Figure I-2.
[2] Runoff estimated using the Rational Method ($Q=CIA$)
where:
Q =Runoff from the drainage basin in cubic feet per second (cfs).
C = Coefficient of runoff. Assumed to have site-wide value of 0.5.
I = Intensity of design storm. Assumed to be 1.7 inches/hour (10-year event), 2.0 in/hr (50-year event), and 2.2 in/hr (100-year event).
A = Area of drainage basin in acres.

Source: OLMM, et al., 1997.

Bruno Creek. The natural drainage outlet from the site was modified by the construction of Sneath Lane. Drainage now occurs through a 54-inch culvert (concrete drainage pipe). The San Francisco Sheriff's Department, which operates the site, is under agreement with the City of San Bruno to limit discharge from this drainage outlet to 70 cubic feet per second (cfs). Therefore, the culvert, which has a capacity of 200 cfs, is fitted with an energy dissipator/flow restrictor which reduces its flow capacity to 50 cfs.[5] The dissipator acts as a restriction to flow and causes backwater flooding of the low-lying on-site portion of the basin during heavy storms, similar to a detention basin.[6] The estimated area of inundation during the 100-year storm event (approximately five acres) is shown on Figure I-2.

The detention basin created by the Sneath Lane fill effectively decreases the volume of peak discharge from the site, while increasing the duration of discharge. The surface water impoundment created by the Sneath Lane fill prism would not be regulated as a small dam by the

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[5] OLMM Structural Design and Kennedy/Jenks Consultants (OLMM), Final Site and Utilities Report, County Jail No. 3 Replacement Project, prepared for the Bureau of Architecture, Department of Public Works and the San Francisco Sheriff's Department, City and County of San Francisco, January 1998.
[6] Ibid.

California Department of Water Resources since road and highway fills are expressly exempted.[7] The likelihood of the basin filling and overtopping Sneath Lane is remote. The elevation of Sneath Lane is approximately 30 feet above the bottom of the detention basin. Even during the 100-year storm event, water depths in the detention basin are expected to be limited to approximately five feet.

Areas of inadequate drainage affect existing site operations. Flooding occurs in the vicinity of County Jail No. 3, probably because of inadequate subsurface drainage through the disposal fill area. The exercise yard behind County Jail No. 3 receives a significant amount of runoff from the off-site uplands to the west, causing ponding at the surface.[8]

The project site is not subject to regional flooding hazards as mapped by FEMA. The Flood Insurance Rate Maps (FIRMs) indicate that the site is completely within "Zone C", area of minimal flooding.[9] The project site is not located within mapped dam failure inundation areas;[10] no reservoirs or ponds are located uphill of the site.

Water Quality

The quality of surface water and groundwater at the project site is affected by land uses within the entire watershed. Drainage from the site could contribute to degradation of the quality of water in drainages downstream and San Francisco Bay. If persistent degradation of surface waters were to occur, water quality in the on-site wetlands and the Bay could be adversely affected.

Water quality in surface and groundwater bodies is regulated by the Regional Water Quality Control Boards (RWQCB). The project site is under the jurisdiction of the San Francisco Bay RWQCB, which is responsible for implementation of state and federal water quality protection guidelines in the vicinity of the site.

Surface Water

The ditches, storm drainage pipes, natural drainage swales, and the wetland area at the site receive runoff from a variety of land uses. The eastern subarea drains undeveloped lands, a small portion of the agricultural fields, and a portion of an off-site residential subdivision. The southern subarea drains undeveloped uplands, shooting range, former bison pasture, farming and horticultural buildings, and agricultural fields. The western subarea drains the undeveloped off-site lands (U.S. Coast Guard Reservation), County Jail No. 3, County Jail No. 7, and Learning Center (Figure I-2).

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[7] California Department of Water Resources (DWR), Dams within Jurisdiction of the State of California, bulletin 17-88, October, 1988.

[8] Barrow, Mike, Building and Grounds Superintendent, personal communication with Julie Pettijohn of Baseline Environmental Consulting, September 17, 1997.

[9] Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM), San Mateo County, California, Map Index, Community Panel Numbers 060311 0001-0450, August 5, 1986.

Water quality monitoring data for these surface water features are not available. However, it is expected that water quality in the drainages is affected by the agricultural and urban land uses in the drainage basin. Leaks of fuel or lubricants, tire wear, and fallout from exhaust contribute petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff being transported to receiving waters. Past agricultural practices may have involved the use of pesticides; however, for the past five to six years, the site has been farmed organically (without the use of synthesized chemical pesticides).[11] Landscaping maintenance may include the use of pesticides (including insecticides, herbicides, and rodenticides). Residues of these substances could be incorporated into the runoff from the site and be discharged to San Bruno Creek and eventually to San Francisco Bay.

The quality of stormwater runoff is regulated by the Federal National Pollution Discharge Elimination System (NPDES) Non-Point Source Program (established through the Clean Water Act); the NPDES program objective is to control and reduce pollutants to water bodies from nonpoint discharges. The Program is administered by the RWQCBs. The project site would be under the jurisdiction of the San Francisco Bay RWQCB and the San Mateo County-wide Program.

Projects disturbing more than five acres of land during construction are required to file a Notice of Intent (NOI) with the RWQCB to be covered under the state NPDES General Construction Permit for discharges of stormwater associated with construction activity. A developer must propose control measures that are consistent with the State General Construction Permit. A Stormwater Pollution Prevention Plan (SWPPP) must be developed and implemented for each site covered by the state General Construction Permit. A SWPPP should include Best Management Practices (BMPs) designed to reduce potential impacts to surface water quality through the construction and life of the project.

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[10] Association of Bay Area Governments (ABAG), Map of Dam Failure Inundation Areas, San Francisco Bay Region, March, 1980.

[11] Baseline Environmental Consulting, Phase I Site Assessment, San Francisco County Jail No. 3, San Mateo County, California, October, 1997.

Groundwater

Depth to groundwater varies both seasonally with wet/dry periods and with location across the site. A geotechnical investigation conducted in July 1997 measured groundwater depths ranging from four to 22 feet below the ground surface near the site of the proposed Housing and Administrative/Services Buildings. Groundwater intersects the ground surface in some locations, resulting in springs. Regional groundwater flow within the basin is expected to mimic topography, eventually flowing to the east toward San Francisco Bay. Groundwater quality data are not available for the site. However, groundwater of the Skyline-Santa Cruz Mountains area is considered high in dissolved minerals (particularly manganese and iron), which in high enough concentrations can cause a metallic taste and brown color if used for drinking water.[12]

IMPACTS

For the purpose of this EIR, the proposed project would be considered to have a significant impact on hydrology and water quality if it were to:

- substantially change absorption rates, drainage patterns, or the rate and amount of surface water runoff;
- substantially degrade surface water quality or contaminate a public water supply;
- substantially degrade or deplete groundwater resources, or interfere substantially with ground water recharge; or
- cause substantial flooding, erosion or siltation.

Flooding hazards are generally considered significant if the area of development could be inundated by the 100-year flood event, including flooding along stream channels. The potential effects of a development project on water quality are considered significant if discharges from the site would conflict with water quality objectives defined by federal, state, and local agencies responsible for water resource protection.

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[12] San Mateo County, County of San Mateo General Plan, 1986.

Impact Analysis

Potential Degradation of Quality of Stormwater Runoff During Project Construction

Grading and excavation activities on the project site would involve temporary disturbance of surface soils and removal of vegetative cover. These construction activities would result in exposure of soil to stormwater runoff, potentially causing erosion and entrainment of sediment in the runoff. Soil stockpiles and excavated areas on the project site would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation in the wetland area, storm sewers, and water courses on and near the project site. The accumulation of sediment could result in blockage of water flow, potentially resulting in increased localized ponding or flooding.

The potential for chemical releases is present at most construction sites. Once released, substances such as fuels, oils, paints, and solvents could be transported to nearby surface waterways and/or groundwater in stormwater runoff, construction equipment wash water, and dust control water, potentially reducing the quality of the receiving waters and impacting wetland habitat. Substantial degradation of the quality of stormwater runoff during project construction would not occur if the mitigation measures listed below were implemented.

Potential Localized Flooding as a Result of Increase in Stormwater Runoff and Alteration of Drainage System After Project Construction

Development of the project site, particularly in the area proposed for the new Housing and Administrative Buildings, would result in an increase in the amount of impervious surfaces (buildings, paved roadways and parking lots) on the site. Undeveloped, vegetated lands generally have low runoff coefficients, meaning that they yield a relatively small portion of the total rainfall as stormwater runoff. The majority of the precipitation, particularly in smaller storms, infiltrates into the subsurface. Impervious surfaces yield nearly all rainfall as runoff. Increased runoff volume could affect the operations of the detention basin, causing increased localized flooding. The 54-inch culvert (fitted with a flow restrictor) at the northeastern corner of the project site is a critical component of the site drainage system, providing the only drainage outlet from the site. Blockage of the culvert with woody debris and/or brush could cause increased backwater flooding. Substantial localized flooding would not occur after the proposed project has been constructed because all grading and drainage components of the proposed project would be designed and constructed in conformance with the San Francisco Plumbing Code (i.e., all local drainage from buildings and facilities); City of San Bruno standards (drainage from the project site and improvements to the energy dissipator/flow restrictor on the existing 54-inch culvert); and San Mateo County standards (grading and drainage discharges to the drainage basin and wetland complex). In addition, the project sponsor proposes to develop and implement a maintenance program for new drainage and culvert inlets.

Potential Degradation of Quality of Stormwater Runoff from Agricultural Activities and Vehicle Storage During Project Operation

The project site currently supports land uses that could affect the quality of stormwater runoff, including agriculture (could contribute sediment, pesticides, and nutrients) and service roads and parking areas (could contribute sediment, petroleum hydrocarbons, and heavy metals). As the proposed project would not increase the level of agricultural activities on the site, it would not affect agricultural runoff from the site.

The proposed project includes construction of a Vehicle Storage Area near the new Housing Building and parking lots. Only storage and washing of vehicles would occur at this new facility. However, the increase in number of vehicles stored at the County Jail No. 3/7 Complex and the concentrated use and storage of vehicles around the Vehicle Storage Area could result in an increase in leaks of fuel or lubricants and the settling of particles from exhaust emissions, potentially increasing the amount of petroleum hydrocarbons, heavy metals, and sediment in the pollutant load of stormwater runoff transported to receiving waters. The increase in pollutant load of runoff from this area could degrade water quality in the wetland complex on the project site, San Bruno Creek, and San Francisco Bay.

The Vehicle Storage Area will be designed to minimize potential impacts to surface water quality associated with drainage from the facility. The facility includes a centralized vehicle washdown area. Drainage from the washdown area would be contained and pre-treated through an oil/water sump (to remove petroleum hydrocarbons and sediment) prior to discharge to receiving waters. The sump would be lined with concrete to prevent drainage into the subsurface that could impact groundwater quality. Substantial degradation of the quality of stormwater runoff from vehicle storage and washing in the Vehicle Storage Area during project operation would not occur if the mitigation measures listed below were implemented.

MITIGATION MEASURES

Mitigation Measure I.1

The construction contractor shall develop and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project site. The SWPPP shall include Best Management Practices (BMPs) designed to reduce potential impacts to surface water quality through the construction and operational life of the proposed project. The SWPPP shall reduce or eliminate impacts to surface water quality from all phases of the project. The SWPPP shall be prepared and implemented by the design/ construction team of the project and submitted with the final grading plan for review by the San Francisco Department of Public Works. Required elements of the SWPPP include:

Construction Stormwater Management Controls. These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.

An important component of the stormwater quality protection effort is the awareness of the construction site supervisors (supervisory personnel representing the construction contractor) and workers. To educate on-site personnel and maintain awareness of the importance of stormwater quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The SWPPP shall specify the frequency of the meetings and include a required personnel attendance list.

The SWPPP shall specify a monitoring program that includes both dry and wet weather inspections to be implemented by the construction site supervisors.

Construction Erosion and Sediment Controls. Best Management Practices (BMPs) designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season, as disturbed soil can be exposed to rainfall and stormwater runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control or keeping sediment on the slopes. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydro-seeding is selected as the primary soil stabilization method, then slopes shall be seeded by September 1 and irrigated to ensure that adequate root development has occurred prior to October 1. Entry into and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash down facilities shall be designed to be accessible and functional both during dry and wet conditions.

The SWPPP shall include post-construction stormwater management controls to prevent stormwater pollution associated with post-construction activities at the developed site. These controls may include infiltration areas, use of grassy swales to convey and store runoff and encourage infiltration, pervious concrete surfaces, and wetland protection buffers.

In addition to the provisions of the SWPPP, Biological Resources and Wetland Mitigation Monitoring Plans (see the Biological Resources section of Chapter III,) shall be prepared to address potential impacts to biological resources associated with erosion and sedimentation during project construction.

Mitigation Measure I.2

The San Francisco Sheriff's Department shall ensure that all activities associated with vehicle washing at the Vehicle Storage Area be conducted under a roofed area or within the facility to isolate spills and other maintenance-related residues from stormwater runoff. All areas shall be "dry cleaned" using granulated absorbents and brooms to clean-up spills; washing work areas using water shall not be allowed.

Accumulated sediment, oil and grease shall be regularly removed from the oil/water separator sump (at a minimum of once per year), and the waste material shall be disposed of at a licensed disposal facility. The final construction plans shall be reviewed for compliance with these requirements by the San Francisco Department of Public Works.

J. HAZARDS

The purpose of this section is to examine potential hazards to public health and safety as a result of constructing and operating the proposed project. Hazardous materials[1] may be present at the Jail No. 3/7 Complex from current or historical land uses. Such materials could potentially affect the health of construction workers during site development activities. In addition, the proposed project may result in an increase in use of hazardous materials at the project site.

SETTING

A Phase I Environmental Site Assessment was prepared for the project site by Baseline Environmental Consulting.[2] The findings of the Site Assessment relating to the potential for the presence of hazardous materials in the subsurface are summarized below.

Historical Land Uses

Prior to construction of County Jail No. 3 in 1932, the site was used for agricultural purposes. Following construction, much of the area surrounding the jail during the late 1930s to the 1970s continued to be used for agricultural purposes, specifically for growing vegetables. Organic farming has taken place at the site for the past five to six years, but may have started earlier.

A preliminary geotechnical investigation of the site was completed in 1990, and a more complete investigation was completed in 1997.[3,4] These investigations documented the historical placement of fill materials at the site. Portions of Moreland Drive and the main access road to the County Jail No. 3/7 Complex consist of fill embankments placed on the floor of the old valley. Fill was placed at the site to raise the grade of the lowland area to the east of Jail No. 3 to match the existing roadway level. The exact date of fill placement is unknown, but was believed to be in the 1980s. A topographic map indicated that "spoils" and "loose piles" were placed in 1989 and 1990 at the edge of the fill area east of Jail No. 3. Fill was also reportedly placed in depressions in the area southeast of the southern most wooden building.[5] The approximate location of these fill areas southeast of Jail No. 3 is unknown.

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[1] A hazardous material is defined as any material that, because of its quantity, concentration, physical or chemical characteristics, poses a significant threat or potential hazard to human health and safety or the environment if released into the workplace or environment (California Health and Safety Code, Chapter 6.95, Section 25500 et seq.).

[2] Baseline Environmental Consulting (Baseline), Phase I Site Assessment, San Francisco County Jail No. 3, San Mateo County, California, 1997.

[3] Rutherford & Chekene, Preliminary Geotechnical Investigation, San Francisco Sheriff's Facility at San Bruno, California, February 12, 1990.

[4] Rutherford & Chekene, Geotechnical Investigation, The City and County of San Francisco Jail No. 3 Replacement Project, San Mateo County, California, December 22, 1997.

The origin of the fill materials placed at the site is unknown, but could be in part from off-site sources. Fill placed during 1989 and 1990 may also be related to construction of the Jail No. 7 building. Soil profiles indicate that the eastern edge of the access road to the edge of the fill ranges from eight feet near Jail No. 3 to 20 feet near the eastern edge of the fill.

Other known historical uses of hazardous materials at the site include the use of methyl bromide in Jail No. 3 for fumigating clothing; this process is no longer used to treat clothing at the site. An incinerator used for burning trash generated at the site was also operated at Jail No. 3 and was abandoned in-place. The dates of installation and abandonment of the incinerator are unknown.

Other historical uses that may have involved handling or storage of hazardous materials, as identified in architectural schematic drawings of Jail No. 3, include a battery room/transformer room and three boilers and water heaters in the basement; building maintenance, carpentry shop, paint shop, furniture storage, laundry, and receiving rooms on the first floor; a storage area with a refrigerator on the second floor; and a fan room and utility area on the seventh floor of the building.

Nearby off-site land uses have included open space, agricultural, residential, and educational uses. Agricultural land uses were identified northwest of the project site in 1946 and 1960 aerial photographs. In 1968 and 1970 aerial photographs, Skyline College was observed northwest of the site. Hazardous materials are reportedly used at Skyline College (see Regulatory Record Review below). No other off-site land uses are associated with hazardous materials use and storage.

Current Land Uses/Site Reconnaissance

A reconnaissance of the project site was conducted in September 1977 to identify current land uses on the project site and land uses on adjacent properties that may involve storage or handling of hazardous materials.

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[5] AGS, Existing Utilities Conditions, Topographic map of San Francisco Sheriff's Facilities, prepared for Rutherford & Chekene, 1992.

On-Site: Exterior of County Jail No. 3 Building

The area immediately east of Jail No. 3 and the access road to the County Jail No. 3/7 Complex is used as a gravel-surfaced vehicle parking area. Two uncovered stockpiles of soil were observed in the parking area; the origin of the stockpiles is unknown. East of the parking area at the edge of the fill pad, stockpiled soil was observed to contain various construction debris, including asphalt, concrete, and rebar.

A portable boiler stored in a trailer is located immediately east of Jail No. 3. The boiler is used to heat water and provide steam heat in the jail and is fueled using natural gas; diesel fuel is used as an emergency back-up. A boiler in the basement of Jail No. 3 was abandoned in-place in the late 1980s. The basement boiler was originally coal-fired, but was later converted to use heating oil.

Two above-ground storage tanks (ASTs), one 1,000-gallon gasoline tank and one 5,000-gallon diesel tank are located on concrete pads with bullards east of Jail No. 3. The ASTs were installed in early 1997. The diesel AST will not be put into service until it is pressure tested, before project construction begins. The 1,000-gallon gasoline AST is used for vehicle fueling and was installed to replace a 1,000-gallon gasoline underground storage tank (UST), formerly located on the southeastern side of Jail No. 3. The 5,000-gallon diesel AST was installed to replace a 5,000-gallon diesel UST located on the northeastern side of Jail No. 3. The age of the diesel UST is unknown; it will be removed as soon as the diesel AST can be put into service. A second, abandoned UST may be located near the diesel UST; the second UST was identified in a 1944 architectural schematic drawing of Jail No. 3. It is unknown whether that second UST is still located on the project site.

An emergency generator with a diesel day tank (less than 100 gallons) was installed on the west side of Jail No. 3 in the mid- to late-1980s. Two transformers are also reportedly located near the existing jail buildings, one west of Jail No. 3, the other west of Jail No. 7. The day tank and transformers were not available for viewing due to access limitations. The transformer west of Jail No. 3 was replaced in 1988, at the site of the original transformer installed in 1968. Based on the date of installation, it is unlikely that the transformer contains polychlorinated biphenyls (PCBs), although the original transformer may have contained PCBs. The transformer west of Jail No. 7 was installed in 1997. Both transformers are reportedly located on concrete pads and do not show obvious signs of spills. Extensive corrosion was observed on the exterior of the transformer west of Jail No. 3.[6]

An additional transformer is located near the farming and horticultural buildings and storage buildings. These transformers were not observed during the site reconnaissance. Two pole-mounted transformers are located near the eastern boundary of the project site, parallel to Sneath Lane. The transformers were not labeled and did not appear to be leaking or corroded.

On-Site: Interior of County Jail No. 3 Building

Basement

Three pallets of disinfectant, two pallets of pine cleaner, one pallet of floor cleaner, eleven 55-gallon drums of detergent, one 55-gallon drum of motor oil (uncapped), and one five-gallon pail of motor oil were observed stored inside the basement of Jail No. 3. No leaking containers or staining on the concrete floor were observed, and the floor drain did not contain liquids. No odors were noted. About ten empty drums, previously containing laundry detergent, were stored on concrete outside the basement entrance; the drums were awaiting pick-up by an off-site vendor for recycling.

A plumbers' shop is located in the basement. A locked wire enclosure prevented entry to the shop. Two compressed gas cylinders on a cart, possibly for welding, and a few metal containers (equal to or less than one gallon in size) were observed in the shop. No leaks or odors in the shop were noted.

Paint Storage Room

One-gallon and five-gallon containers of latex paint were observed stored on a concrete floor in a locked paint storage room on the basement level of the eastern side of Jail No. 3. All paint containers were stored on the floor or shelves. An old piece of mechanical equipment, believed to be a compressor or vacuum pump, was observed in a locked wire enclosure in the room. The equipment is no longer in use. No leaking containers, staining, or odors were noted in the room.

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[6] OLMM Structural Design and Kennedy/Jenks Consultants (Kennedy/Jenks), Site and Utilities Report, County Jail No. 3 Replacement Project, prepared for the Bureau of Architecture, Department of Public Works and the San Francisco Sheriff's Department, City and County of San Francisco, January 1998.

On-Site: Southeast of County Jail No. 3 Building

New Barn

The New Barn, used to store paint, motor oils, and miscellaneous supplies, is a metal one-story building with a concrete floor. About fifty rusty cans of gloss enamel paint stored on pallets were observed in the building. The cans were awaiting off-site disposal at an appropriate facility. One 55-gallon drum of motor oil and one palette of glass cleaner were also observed. No staining, spills, or liquid were observed on the floor or in the floor drain, and no odors were noted.

Red Barn

The Red Barn, a wooden one-story building with a loft, is used for horticultural classes and maintaining and storing farm equipment. Paint on the exterior of the building is in poor condition and peeling. A 500-gallon above-ground storage tank of unknown age, labeled as containing diesel but no longer used and believed to be empty, is located adjacent to the southeastern wall of the building. Some dark staining was observed on the ground and concrete pavement under and adjacent to the tank, possibly due to overfilling events. The tank is scheduled for removal. A 55-gallon drum of diesel with a dispenser used for fueling farm equipment is located inside the building.

Sewage Pump Station

Three one-story wooden buildings were observed from the perimeter of a locked cyclone fence surrounding the sewage pump station. The buildings are located on the eastern side of the sewage pump station. Paint on the buildings is in poor condition. An abandoned wastewater treatment plant (sewer plant) with aeration tanks and clarifiers is located on the western side of the pump station. An abandoned sludge drying bed associated with the former sewer plant operations is reportedly located outside the sewage pump station, northeast of the farming and horticultural buildings. The sludge drying bed is indicated as obsolete and converted to natural conditions in a 1992 topographic map of the project site. It was not observed during the site reconnaissance. Signs indicating “danger poison” were also observed on an exterior wall of one of the wooden buildings. Jail personnel indicated that these signs probably referred to chlorine gas, which was used for disinfection in the former sewer plant operations.

Two unlabeled 55-gallon drums, believed to contain waste oil, are stored on concrete inside the pump station enclosure; the drums were not observed to be leaking. A 175-gallon double-walled diesel storage tank is reportedly located in the area of the sewage pump station. The tank was not available for observation due to access limitations. A chemical toilet is located outside of the pump station enclosure. The toilet is serviced by an off-site vendor.

Bus Barn, Greenhouse, Farm and Garden Storage Area, Chicken Coops, Animal Coops, Corrals

The buildings listed above were observed from the exterior. They are mainly one-story wooden structures, some with peeling paint. The Bus Barn is used to store two buses; a small amount of staining, presumably motor oil, was observed on the concrete floor of the building. The Greenhouse is used for horticultural activities. The Farm and Garden Storage Area is used to store equipment. The Chicken Coops, Animal Coops, and Corrals were historically used for housing livestock and poultry. The Chicken Coops is currently used to store inmate records, materials and supplies, and small equipment. The Animal Coops and Corrals are no longer in use. With the exception of the Bus Barn, it is not believed that hazardous materials are or have been stored in or around these buildings.

Off-Site

Nearby off-site land uses observed during the site reconnaissance included residential, open space, and educational uses. No land uses that may involve handling or storage of hazardous materials were observed, with the exception of a maintenance facility located northwest of the site at Skyline College.

Regulatory Record Review

A regulatory agency database search pertaining to hazardous materials use or releases on properties within one mile from the project site was completed as part of the Phase I Environmental Site Assessment. Three sites, including the project site, were identified during the database search. Files for these sites were reviewed at the San Mateo County Environmental Health Department. None of the off-site locations were identified as having the potential to affect the project site. Information pertaining to USTs on the project site is described above.

Asbestos-Containing Materials Survey

Hygienetics Environmental Services Inc (Hygienetics) conducted a survey in 1994 for asbestos-containing construction materials in the Jail No. 3 building.[7] Asbestos is a known occupational carcinogen.[8] Confirmed asbestos-containing materials (greater than one percent asbestos) identified in the survey were found in several locations throughout the building, generally associated with hot water tank, steam pipe, condensate pipe, domestic hot water pipe, boiler fumigation tank and other insulation, transite incinerator flue, vinyl flooring and mastic, and baseboard mastic (trace asbestos, less than one percent) materials. Building materials assumed to contain asbestos (but not analyzed for the presence of asbestos-containing materials) included: wall and ceiling plaster, vinyl floor tile and mastic, carpet mastic, tile mastic and grout, fire door, joint and tape compound for sheetrocked walls, roofing material, and other materials.

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[7] Hygienetics, 1996.

[8] Levy, Barry, and Wegman, David, Eds., Occupational Health: Recognizing and Preventing Work-Related Disease, Second Edition, Boston/Toronto, Little, Brown, and Company, 1988.

The Hygienetics survey included an assessment of the relative hazard posed by asbestos-containing materials in the jail. No imminent danger situations were noted during the survey, although several materials in the building were given a high priority ranking in the hazard assessment. Limited asbestos abatement in some areas of the Jail No. 3 building has reportedly taken place.

Lead-Based Paint Survey

A comprehensive lead-based paint survey was completed for the Jail No. 3 building and the farming and horticultural buildings and storage buildings to the southeast.[9] Lead is a suspected carcinogen and a known teratogen.[10] Exposure to lead can cause adverse health effects including high blood pressure, digestive problems, nerve disorders, memory and concentration problems, reproductive problems, and other effects. In Jail No. 3, lead-based paint was found in most of the interior paint on the walls, floors, columns, and ceilings; the glazing of ceramic tiles in the showers, utility rooms, and storage closets; and the interior and exterior surfaces of doors, windows, and frames. The exteriors of most of the farming and horticultural buildings and storage buildings are painted with lead-based paint.

Regulatory Requirements for Hazardous Materials and Hazardous Waste

Hazardous Materials and Hazardous Waste

Several local, state, and federal requirements pertain to hazardous materials and hazardous waste transport, use, storage, and disposal and training of workers using these materials. Generally, state requirements mirror federal requirements, and in some cases are more stringent than federal requirements. State requirements, which can be strengthened through the adoption of local ordinances, are often enforced by a local administering agency, such as a County Health Department or Fire Department.

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[9] Lead-Based Paint Summary Report, San Bruno Jail No. 3 Replacement Project, San Bruno, California, SCA Environmental, October 1997.
[10] A teratogen is an agent known to cause birth defects.

Specific regulations exist for storage of hazardous materials in above-ground and underground storage tanks, for hazardous waste generators, and for storage of hazardous materials in excess of threshold limits. For example, the State Office of Emergency Services would require a Hazardous Materials Business Plan (Business Plan) for storage of greater than 55 gallons of a hazardous material (including hazardous wastes). For the proposed project, the San Mateo County Environmental Health Department (County) would be responsible for enforcing the requirements for a Business Plan; and for state requirements, with some exceptions, for underground storage of hazardous materials and hazardous waste generation. Above-ground tank (AST) installations would be overseen by the San Bruno Fire Department, while AST removals would be overseen by the County.[11] Other AST requirements are enforced by the State Water Resources Control Board and the U.S. Environmental Protection Agency. The Sheriff's Department filed a Business Plan for Jail No. 3 with San Mateo County in July 1995.

Lead and Asbestos-Containing Materials

Federal and state regulations govern the demolition of structures where lead or materials containing lead are present; these regulations are promulgated by the federal and state Departments of Industrial Regulations [29 Code of Federal Regulations (CFR), Part 1926.62; Title 8, California Code of Regulations (CCR) Section 1532.1]. Air monitoring, appropriate respiratory protection and other personal protective equipment for workers, methods of compliance (e.g., engineering and work practices, and development of a compliance program to reduce lead exposure to workers), housekeeping measures, hygiene facilities, medical surveillance, medical removal protection, employee information and training, signage of work areas containing lead, and record keeping may apply depending on the extent of a worker's potential exposure to lead.

Federal, state, and local regulations also govern the removal of asbestos or suspect asbestos-containing materials, including the demolition of structures where asbestos is present. Appropriate containment, worker practices, engineering controls, air monitoring, respiratory protection and other personal protective equipment for workers, hygiene facilities and practices, hazards communication (including worker training), housekeeping procedures, medical surveillance of workers, reporting, record keeping, and disposal are required, as applicable, under these regulations (29 CFR, Part 1926.1101; 40 CFR Part 61 and 152; Title 8, CCR, Section 1529; and Bay Area Air Quality Management District Regulation 11, Rule 2). Asbestos regulations are promulgated by the U.S. Environmental Protection Agency, federal and state Departments of Industrial Relations, and the Bay Area Air Quality Management District.

Medical Wastes

Medical wastes[12] are generally defined to be either biohazardous waste or sharps waste. Biohazardous wastes are derived from human blood or tissues or are otherwise infectious[13]. Sharps waste includes any device, for example, hypodermic needs and syringes, having rigid corners, edges, or protuberances capable of cutting or piercing. The Medical Waste Management Act (Act), Part 14 of the California Health and Safety Code, provides specific requirements for medical waste generators, including requirements for appropriate storage of biohazardous and sharps waste (including labeling, storage temperature, and storage time prior to waste treatment). The Act also includes requirements for medical waste haulers and medical waste treatment facilities. The requirements of the Act are enforced by the California Department of Health Services. On a local level, the requirements are enforced by an authorized local health department or environmental agency. In San Mateo County, the local agency is the San Mateo County Environmental Health Department.

San Mateo County General Plan

The following goals and objectives for man-made hazards, as included in the San Mateo County General Plan Policies, are applicable to the proposed project:

16.47	Strive to Protect Life, Property, and the Environment from Hazardous Material Exposure
16.48	Strive to Ensure Responsible Hazardous Waste Management
16.49	Strive to Reduce Public Exposure to Hazardous Materials
16.50	Reduce Public Exposure to Hazardous Waste

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[11] Personal communication with Jennifer Stone, Assistant Director of Environmental Health, San Mateo County Environmental Health Department, October 14, 1997.

[12] For the purpose of this section, medical wastes are defined as waste which meets both of the following requirements: 1 the waste is generated or produced as a result of any diagnosis, treatment, or immunization of human beings or animals. and 2) the waste is either biohazardous waste or sharps waste.

[13] Infectious waste contains microorganisms, bacteria, mold, parasite, or virus that normally causes or significantly contributes to the cause of increased morbidity or mortality in humans.

The hazards impact analysis below evaluates the impact of the proposed project on public health and safety as a result of constructing and operating the project.

IMPACTS

For the purpose of this EIR, an impact to public health and safety from hazards associated with constructing or operating the proposed project would be considered significant if it were to:

- involve a substantial risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation);
- expose people to existing sources of potential hazards, including hazardous materials;
- create a public health hazard or potential public health hazard; or
- potentially interfere with an emergency response plan or emergency evacuation plan.

Impact Analysis

Potential Exposure of Construction Workers to Hazardous Materials as a Result of Accidental Release of Hazardous Materials During Transport, Storage, or Handling of Hazardous Materials Used To Operate and Maintain Construction Equipment During Site Development

Diesel-powered construction equipment would be used to conduct grading, earthwork, and demolition activities on the project site during site development. Fueling and maintenance of this equipment may be conducted on the site for limited periods of time. Equipment fueling and maintenance would involve the use of fuels and may involve the use of degreasing agents and other hazardous materials. In addition, other hazardous materials, such as paints and curing agents, would be used during project construction. The transport, storage, and handling of hazardous materials during site development and project construction could result in an accidental release of these hazardous materials and exposure of construction workers involved in site development activities to these hazardous materials. Potential accidental release of hazardous materials during site development and project construction activities would pose a hazard to the health and safety of construction workers. Workers could be exposed to the hazardous materials through skin contact, incidental ingestion, and/or inhalation of contaminated dust or soil. Construction of the proposed project would not involve a substantial risk of accidental release of hazardous materials or expose people to hazardous materials if the mitigation measures listed below were implemented.

Potential Exposure of Construction Workers Involved in Grading, Earthwork, and Demolition Activities During Site Development to Hazardous Materials in the Subsurface Soil or Groundwater

The project site was used for agricultural purposes prior to construction of Jail No. 3 in 1932, and continues to be used for such purposes. Pesticides related to agricultural activities were likely used and stored on the site; therefore, the site likely contains areas in which pesticides have been disposed. The potential presence of areas of disposed pesticides would pose a hazard to the health and safety of construction workers involved in site grading, earthwork, and demolition activities if these areas were disturbed. Workers could be exposed to the pesticides through skin contact, incidental ingestion, and/or inhalation of soil or groundwater contaminated with the pesticides. Exposure to pesticides can cause a range of short-term and long-term adverse health effects, depending on the active ingredient(s) and the duration of exposure. Exposure to some pesticides can cause acute health effects, including nausea, vomiting, respiratory irritation, and irritability; while other pesticides such as chlordane, 2,4-D, and DDT, are recognized as carcinogens (able to produce cancer) by the State of California under Proposition 65, the Safe Drinking Water and Toxic Enforcement Act of 1986.[14]

Fill of unknown origin and quality has been placed at various locations on the site. Hazardous materials that could be found in this fill and in groundwater include petroleum hydrocarbons, metals, volatile organic compounds, semi-volatile organic compounds, pesticides, and polychlorinated biphenyls (PCBs). The presence of any of these hazardous materials in the fill would pose a hazard to the health and safety of construction workers involved in site grading, earthwork, and demolition activities if the fill is disturbed. Workers could be exposed to the hazardous materials through skin contact, incidental ingestion, and/or inhalation of contaminated soil or groundwater. Exposure to these hazardous materials can cause a wide range of and severity of acute and chronic health effects depending on the identity and concentration of the hazardous material(s) and the duration of exposure. Some metals (e.g., arsenic), volatile organic compounds (e.g., benzene), semi-volatile compounds (e.g., benzo (a) pyrene) and PCBs are recognized as carcinogens by the State of California.[15] Petroleum hydrocarbons often contain volatile organic compounds (aromatic hydrocarbons) and semi-volatile compounds.

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[14] State of California Environmental Protection Agency, Office of Environmental Health Hazard Assessment. Safe Drinking Water and Toxic Enforcement Act of 1986, Chemicals Known to the State to Cause Cancer or Reproductive Toxicity, May 1, 1997.

[15] State of California, 1997.

Polychlorinated biphenyls may have been used in transformers on the site prior to 1982, when PG&E began installing non-PCB transformers.[16] If releases from the transformers have occurred, the subsurface soil and groundwater may have been contaminated with PCBs. The presence of PCBs in the subsurface soil or groundwater around the former locations of the transformers would pose a hazard to the health and safety of construction workers if these areas are disturbed during site grading, earthwork, and demolition activities. Workers could be exposed to the PCBs through skin contact, incidental ingestion, and/or inhalation of contaminated soil or groundwater. In addition to cancer, potential adverse human health effects from exposure to PCBs include skin rash, respiratory irritation, reproductive effects, liver damage, and possibly birth defects.[17]

Subsurface soil and groundwater contamination may be present on the site associated with current operation of the sewage pump station, and former operation of a wastewater treatment plant and sludge drying bed. The sanitary sewer system reportedly overflows to the storm drain system once per month on average.[18] Hazardous materials (e.g., petroleum hydrocarbons and metals) from these overflow events may have contaminated the subsurface soil or groundwater in areas around the sewage treatment plant. The presence of hazardous materials in the subsurface soil or groundwater would pose a hazard to the health and safety of construction workers if these areas are disturbed during site grading, earthwork, and demolition activities. Workers could be exposed to the hazardous materials through skin contact, incidental ingestion, and/or inhalation of contaminated soil or groundwater.

Residual contamination of soil and groundwater with petroleum hydrocarbons and aromatic hydrocarbons was found associated with operation of two 1,000-gallon gasoline USTs formerly located southeast of Jail No. 3 that were removed in early 1997. Residual contamination may also be present in the subsurface soil and groundwater associated with operation of a 500-gallon diesel AST at the Red Barn and a 5,000-gallon diesel UST located northeast of Jail No. 3. Staining was observed under the 500-gallon AST during the site reconnaissance. It is unknown if releases have occurred associated with historic operation of the 5,000-gallon diesel UST. These two tanks are scheduled to be removed before the start of project construction. The presence of subsurface soil or groundwater contaminated with petroleum and aromatic hydrocarbons would pose a hazard to the health and safety of construction workers if the area around the 5,000-gallon diesel UST is disturbed during site grading, earthwork, and demolition activities. Workers could be exposed to the hazardous materials through skin contact, incidental ingestion, and/or inhalation of contaminated soil or groundwater.

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[16] Navarra, 1997.

[17] Material Safety Data Sheet, PolychlorinatedBiphenyls, Internet, 1997.

[18] Williams & Tanaka Del Campo & Maru Associated Architects (Williams & Tanaka), San Francisco Proposition 52 Sheriff's Projects, San Bruno Master Plan, San Francisco Sheriff's Department Capital Improvements, Issued April 8, 1991.

Historical use of the Jail No. 3 building may have involved the use and storage of hazardous materials, including petroleum hydrocarbons, metals, caustics, acids, volatile organic compounds, and PCBs. It is unknown whether past use of hazardous materials in the building has contributed to subsurface soil or groundwater contamination at the project site. No environmental conditions (e.g., spills, leaks, staining, odors) associated with the storage of hazardous materials were observed during a reconnaissance of the interior of the Jail No. 3 building.

The proposed project would not expose people to existing sources of hazardous materials in contaminated subsurface soil or groundwater or create a potential public health hazard if the mitigation measures listed below were implemented.

Potential Exposure of Construction Workers Involved in Demolition Activities and Public to Asbestos or Lead in Building Materials

The presence of asbestos and lead in the Jail No. 3 building, farming and horticultural buildings, and storage buildings could pose a hazard to the health and safety of construction workers involved in demolishing those structures and to the public in the area of the project site. Workers and the public could be exposed to these hazardous materials through the inhalation of dust from asbestos-containing and lead-containing building materials disturbed during demolition activities. The proposed project would not expose people to existing sources of asbestos or lead in these buildings or create a potential public health hazard because demolition of these structures would be conducted in accordance with local, state, and federal regulations pertaining to the demolition of structures where asbestos-containing or lead-containing building materials are present.

Potential Public Health Hazard Associated with Potential Rupture or Damage of Underground Utilities During Site Development Activities

The approximate location and position of underground utilities (i.e., water, sanitary sewer, electric, and telephone lines) on the project site are described in the January 1998 Site and Utilities

Report prepared by Kennedy/Jenks Consultants.[19] The proposed project includes upgrading and relocating underground utilities on the site, which would involve work around the utility lines. Rupture or damage of underground utility lines could create a public health hazard including, but not limited to, an explosion, fire, loss of life, or other adverse health effects. The proposed project would not create a public health hazard as a result of rupture or damage of underground utility lines if the mitigation measures listed below were implemented.

Potential Public Health Hazard Associated with Potential Increase in Type and Amount of Hazardous Materials Transported, Stored, and Used on Project Site

A complete inventory of all hazardous materials (including hazardous wastes) currently used and stored at the County Jail No. 3/7 Complex has not been conducted. The type, quantity, and management of hazardous materials to be used and stored associated with operation of the new Vehicle Storage Area and emergency generator have not been estimated. It is expected that the types and quantities of hazardous materials to be stored and used at the new Vehicle Storage Building and to operate the new emergency generator would be similar to or greater than the types and quantities of hazardous materials currently stored and used in the vehicle storage building (i.e., Bus Barn) and to operate the existing emergency generator. With regard to the laundry, it is expected that similar types of hazardous materials currently used in the Jail No. 3 laundry would be used in the expanded laundry in the Administrative/Services Building. The quantities of hazardous materials used in the expanded laundry would depend on the inmate population in the City and County of San Francisco Jail System and the number of washing machines in the expanded facility.[20] About one 55-gallon drum of detergent and one to two cases (six to twelve gallons) of bleach per month are currently used in the Jail No. 3 laundry; these materials are electronically mixed and dispensed into the washing machines.[21] Currently dry cleaning does not occur in the laundry and is not proposed to occur in the expanded laundry.

The existing medical clinic services Jail No. 3, while the existing dental clinic services the entire County Jail No. 3/7 Complex. Under the proposed project, the medical clinic would serve the entire County Jail No. 3/7 Complex. Therefore, it is expected that the proposed project would result in a minor increase in the amount of medical waste generated at the project site.

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[19] Kennedy/Jenks, op. Cit., 1997.

[20] Personal communication with Weish Eitinger, Laundry Superintendent, San Francisco County Jail No.3, November 4, 1997.

[21] Personal communication with John Rynn, Storekeeper, San Francisco County Jail No.3, November 4, 1997.

The proposed project would not create a public health hazard or potential public health hazard associated with an increase in type and amount of hazardous materials transported, stored, and used or medical waste generated and stored at the project site because this potential impact to public health and safety would be mitigated through the implementation of applicable local, state, and federal regulations regarding the transport, storage, and use of hazardous materials, including hazardous waste.

Increase in Risk to Public Health and Safety Associated with Out-of-Date Emergency Response and Evacuation Plans for Project Site

The existing emergency response and evacuation plans for the project site would be out-of-date after the proposed project is completed because they would not reflect the location and layout of the new facilities. The existence of out-of-date emergency plans for the project site could result in an increase in response time to the site by emergency response personnel, who would be unfamiliar with the location and layout of the new jail facilities (e.g., entrances and exits, location of emergency equipment); and in an increase in the time of evacuation by jail personnel and inmates, who would be unfamiliar with how the out-of-date emergency plans would apply to the new jail facilities. This increase in response and evacuation times could result in an increase in rates of injury or loss of life of jail personnel and inmates. The proposed project would not result in interference with an emergency response or evacuation plan for the project site if the mitigation measure listed below were implemented.

MITIGATION MEASURES

Implementation of the following mitigation measures would mitigate the potential public health and safety impacts associated with exposure to hazardous materials during project construction and operation to a less-than-significant level:

Mitigation Measure J.1

The construction contractor overseeing the grading and other earthwork activities on the project site shall prepare a Spill Prevention Plan for potentially hazardous materials to be used at the site during site development activities. The Plan shall be submitted to and approved by the City of San Francisco Department of Public Works prior to the start of earthwork activities at the site. The Plan shall designate on-site employee(s) responsible for plan implementation, and include types and quantities of hazardous materials, anticipated equipment needs and maintenance, temporary hazardous materials storage areas, and emergency response procedures, and procedures for contacting designated regulatory agencies in the event of a hazardous materials release.

Mitigation Measure J.2

A qualified environmental professional retained by the San Francisco Sheriff's Department shall conduct a preliminary soil quality investigation in accordance with sampling methodology in U.S. Environmental Protection Agency (EPA) Test Methods for Evaluating Solid Waste, Physical/Chemical Methods, SW-846, Third Edition.[22] The investigation shall be completed prior to the start of earthwork activities (e.g., grading, excavation, utility installation and demolition) or other site development activities (e.g., electrical system upgrades).

The purpose of the soil quality investigation shall be to determine whether hazardous materials may be present in the soil in filled areas and those areas of the site potentially associated with historical and/or current hazardous materials storage and use. The soil sampling results shall provide information on the need for additional soil and groundwater investigations at the site. The results of the soil investigation shall be evaluated by a qualified environmental professional (e.g., Certified Industrial Hygienist) retained by the Sheriff's Department.

Sampling shall occur only in those areas where soil will be disturbed during site development activities. Construction and rehabilitation of the infrastructure will disturb soils in the agricultural areas and former sewage treatment plant area, and construction of the jail replacement buildings and parking areas will disturb soils in the artificial fill and where transformers are located. The project construction sampling program for the soil investigation shall contain the components described below. This soil sampling program is general. The specific sampling locations shall depend on the specific areas of the site which will be disturbed during construction activities.

General Soil Sampling Program

The project site shall be divided into four general areas.

- areas of previous and existing agricultural use
- areas of artificial fill
- areas containing transformers
- areas of former sewage treatment plant, pump station, and sludge drying bed

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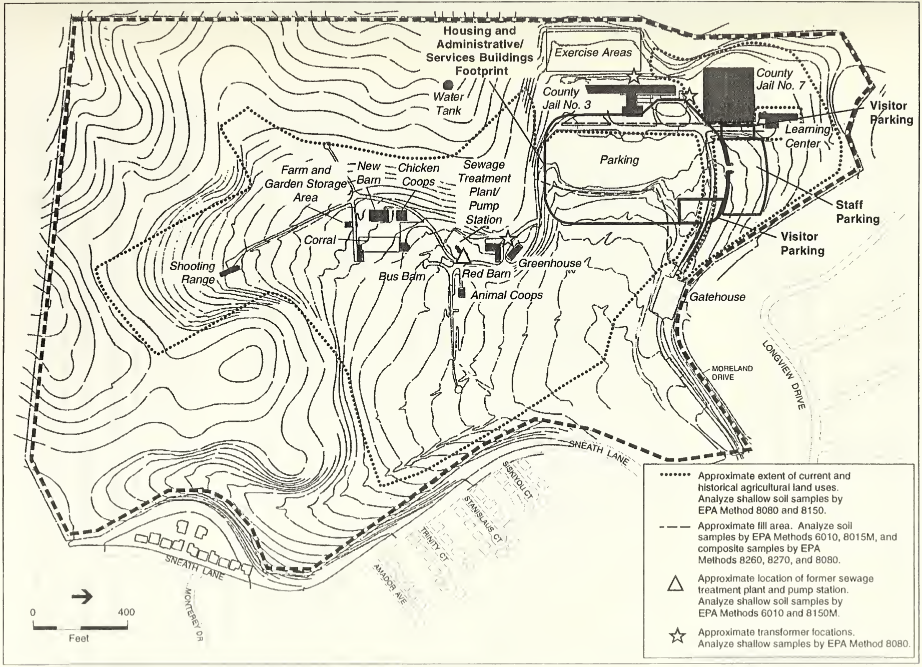
[22] U.S. Environmental Protection Agency (U.S. EPA), Test Methods for Evaluating Solid Waste, Physical/Chemical Methods, SW-846, Third Edition, 1986.


Housing and Administrative/ Services Buildings Footprint
Exercise Areas
County Jail No. 7
County Jail No. 3
Water Tank
Visitor Parking
Learning Center
Parking
Farm and Garden Storage Area
New Barn
Chicken Coops
Sewage Treatment Plant/ Pump Station
Staff Parking
Visitor Parking
Corral
Shooting Range
Bus Barn
Red Barn
Greenhouse
Animal Coops
Gatehouse
MORELAND DRIVE
LONGVIEW DRIVE
SNEATH LANE
SISKIYOU CT
STANISLAUS CT
TRINITY CT
AMADOR AVE
SNEATH LANE
MONTEREY DR
0
400
Feet
Approximate extent of current and historical agricultural land uses. Analyze shallow soil samples by EPA Method 8080 and 8150.
Approximate fill area. Analyze soil samples by EPA Methods 6010, 8015M, and composite samples by EPA Methods 8260, 8270, and 8080.
Approximate location of former sewage treatment plant and pump station. Analyze shallow soil samples by EPA Methods 6010 and 8150M.
Approximate transformer locations. Analyze shallow samples by EPA Method 8080.

97.368E: County Jail No 3 Replacement Project

SOURCE: San Francisco Sheriff's Department

FIGURE J-1

Soil Sampling Plan for Hazardous Materials

The following analyses shall be performed prior to construction in areas where soil will be disturbed within any of the four general areas. All soil samples shall be submitted to a California-certified laboratory, under chain-of-custody procedures.

Areas of previous and existing agricultural use: At least four shallow soil samples [0 to 0.5-feet below ground surface (bgs)] shall be collected from random locations (Figure J-1). The soil samples shall be analyzed for organochlorine pesticides (EPA Method 8080) and chlorinated herbicides (EPA Method 8150).

Areas of artificial fill: A minimum of four borings shall be collected at random locations (Figure J-1). At least one soil sample shall be collected from each discrete fill layer if encountered. The borings shall be logged by a California Registered Geologist. The soil samples shall be analyzed for metals (EPA Method 6010) and petroleum hydrocarbons (EPA Method 8015M). At least one composite sample from each discrete fill layer shall be analyzed for volatile organics (EPA Method 8260), semi-volatile organics (EPA Method 8270), and pesticides and PCBs (EPA Method 8080) (samples from up to four locations from each fill layer). The maximum boring depth shall be the maximum depth expected to be encountered by construction workers during site development activities.

Areas containing transformers: At least four shallow soil samples (0 to 0.5-feet bgs) shall be collected from random locations near each electrical transformer location (Figure J-1). The soil samples shall be analyzed for PCBs (EPA Method 8080).

Areas of former sewage treatment plant, pump station, and sludge drying bed: A minimum of four soil samples (0 to 0.5-feet bgs) shall be collected from random locations near the former sewage treatment plant, pump station, and sludge drying bed (Figure J-1). The soil samples shall be analyzed for total metals (EPA Method 6010) and petroleum hydrocarbons (EPA Method 8015M).

Mitigation Measure J.3

The 5,000-gallon underground and 500-gallon above-ground diesel tanks shall be removed by a qualified professional retained by the San Francisco Department of Public Works in accordance with local and state regulations. The tanks shall be removed prior to the start of earthwork activities on the site. Soil samples shall be collected by a qualified environmental professional retained by the San Francisco Department of Public Works following removal of the tanks in accordance with these regulations. The samples shall be submitted to a California-certified laboratory for analysis, under chain-of-custody procedures, and analyzed for total petroleum hydrocarbons as diesel, benzene, toluene, ethylbenzene, and xylenes to determine if historic tank operations have affected subsurface soil conditions at the site.

If the areas where the tanks are removed will be disturbed during site development activities, the results of the soil sampling following tank removal shall be evaluated by a qualified environmental professional (e.g., Certified Industrial Hygienist) retained by the Sheriff's Department to develop a Health and Safety Plan to protect construction workers.

Mitigation Measure J.4

Prior to demolition activities, a qualified environmental professional (the San Francisco Department of Public Works or its designee) shall conduct an inventory of hazardous materials stored in the interior of structures on the project site to be demolished. If hazardous materials are stored in these areas, they shall be transported to a secure on-site location prior to demolition if they are to be used, or arrangements shall be made by the San Francisco Department of Public Works or its designee for transport of these materials off-site for disposal or recycling at an appropriate facility in accordance with applicable local, state, and federal hazardous materials and waste regulations. A qualified environmental professional (the San Francisco Department of Public Works or its designee) shall be present to monitor demolition activities during removal of the floors/foundations to determine if hazardous materials releases related to historic operations at the project site have contaminated the soils beneath the floors/foundations. If hazardous materials are present or suspected, a soil sampling plan shall be prepared and implemented prior to disturbing soils. If sampling is required, the soil samples shall be collected by the San Francisco Department of Public Works or its designee and submitted to a California-certified laboratory for analysis, under chain-of-custody procedures. The San Francisco Department of Public Works or its designee, and a qualified environmental professional (e.g., Certified Industrial Hygienist) retained by the Sheriff's Department, shall evaluate the results of the soil analysis to determine soil management options and develop a Health and Safety Plan to protect construction workers.

Mitigation Measure J.5

If contaminated soil is encountered or suspected (through soil discoloration or odor) during site development activities, soil samples shall be collected by a qualified environmental professional (the San Francisco Department of Public Works or its designee) prior to further work in the area(s). The samples shall be submitted to a state-certified laboratory for analysis, under chain-of-custody procedures. The environmental professional shall select the analytical method(s) based on the suspected contamination, historical land uses of the area(s), and previous analyses completed for soil samples collected in the area(s). The San Francisco Department of Public Works or its designee, and a qualified environmental professional (e.g., Certified Industrial Hygienist) retained by the Sheriff's Department, shall evaluate the results of the soil analysis to determine soil management options.

Mitigation Measure J.6

The construction contractor shall locate underground utilities on the project site prior to earthwork activities.

Mitigation Measure J.7

If construction for utility system improvements is to occur off the project site, a qualified environmental professional retained by the San Francisco Sheriff's Department shall investigate those areas to be disturbed for the potential presence of hazardous materials through a review of land use histories and soil sampling, as appropriate. If hazardous materials are identified in these areas, appropriate health and safety measures shall be implemented by a qualified environmental professional (e.g., Certified Industrial Hygienist) retained by the Sheriff's Department and the construction contractor to protect construction workers.

Implementation of the following mitigation measure would mitigate the potential public health and safety impacts associated with existence of out-of-date emergency response or evacuation plans for the project site to a less-than-significant level:

Mitigation Measure J.8

In consultation with City of San Bruno agencies responsible for emergency police and fire protection services, the San Francisco Sheriff's Department shall update all emergency evacuation and response plans for the project site prior to occupancy of the new Housing and Administrative/Services Buildings. The procedures shall be updated to reflect existence of the Community Alert Notification (CAN) system enacted as a cooperative effort between the San Francisco Sheriff's Department and the City of San Bruno.

K. CULTURAL RESOURCES

This section is a summary of the Cultural Resources Report[1] prepared by Carey and Company and the Archaeological Report[2] prepared by Archeo-Tec for the proposed County Jail No. 3 Replacement Project. These background reports are part of the case file and are available for review at the Planning Department at 1660 Mission Street. Analysis of the historic and archaeological resources on the project site involved review of existing documents containing historic and archaeological information, visits to the project site on September 26 and October 14, 1997, a site specific survey of historic resources, and a surface reconnaissance of archaeological resources.

SETTING - HISTORIC RESOURCES

History of Project Site and Jail No. 3 Building Design

The Cultural Resources Report[3] contains a description of the history of uses of the project site, the County Jail No. 3/7 Complex buildings, and the farming and horticultural program.

The original design team members for the 1932 County Jail No. 3 project included Albert F. Roller and Dodge A. Riedy, architects and MacDonald and Kahn, general contractors.

Albert F. Roller (1891-1981) was a noted, self-taught San Francisco architect who designed many well-known local buildings. He served as one of the primary architects on the Jail No. 3 project. He was known for his talent of designing buildings which complemented the traditions of his native San Francisco. In addition to the San Francisco County Jail, Mr. Roller's work in San Francisco includes the California Masonic Memorial Temple on Nob Hill (1958); Mills Building; Radio City NBC Building on Taylor Street (1942); Scottish Rite Temple on 19th Avenue; California State Automobile Association Building at 150 Van Ness Avenue; Summer and Kaufman shoe store on Market Street; and Federal Building.[4]

Dodge A. Riedy (d. - 1953) was a prominent and well-respected San Francisco architect who served as San Francisco City Architect for fifteen years, from 1938 to 1953. A native of San

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[1] Cultural Resources Report, San Francisco County Jail No. 3 Replacement Project, Carey & Company, October 1997
[2] Archival Literature Search and On-Site Archaeological Surface Reconnaissance of the City & County of San Francisco's San Bruno Jail No. 3 Replacement Project,Archeo-Tec, Inc., October 1997.
[3] Cultural Resources Report, San Francisco County Jail No. 3 Replacement Project, Carey & Company, October 1997
[4] San Francisco Chronicle, November 11, 1934, San Francisco Examiner, July 31, 1981, and San Francisco Chronicle July 31, 1981.

Francisco, Mr. Riedy graduated from Lick Wilmerding School and did not attend college. He was in private practice for 20 years prior to succeeding Charles H. Sawyer as City Architect. While in private practice, he designed the Jail No. 3; West Portal, Lawton and San Miguel Elementary Schools; and completed preliminary designs for the Hall of Justice and a wing of the Laguna Honda Home.[5]

Felix Kahn (1882 - 1958) was president of MacDonald & Kahn, Inc., one of the country's largest contractors in the 1930s. The company was one of the builders of the Hoover Dam, participated in the building of the Bay Bridge, and built the Union Square Garage in San Francisco. Mr. Kahn was also known as an industrialist and was involved in various kinds of manufacturing, including shipbuilding. He was involved in the construction of the first concrete ship.[6]

The design of Jail No. 3 represents a departure from earlier forms of institutional architecture common in the United States and rooted in the ancient world, particularly Rome. This architectural language borrowed architectural elements from surviving historic examples and took instruction from the many architectural treaties written during the Italian Renaissance on the use of classical elements. Two characteristics of the classical language of architecture are important to a stylistic discussion of the Jail No. 3 building: adherence to a set of rules concerning proportion and the relationship to building members such as columns, lintels and walls; and application of ornament to building surface as a secondary element in forms derived from the natural world.

Between World Wars, architects slowly rejected classical design principles and experimented with new "Modernistic" forms that more accurately reflected the changing world of the early twentieth century. This architecture sought new proportioning systems apart from classicism that responded to new twentieth century building types such as the skyscraper or the factory. Ornament was integrated into the form of the building as a primary element. The Jail No. 3 building is an example of a direct response to the "Art Deco" or "Depression Modern" trend of this time. At the time of construction, the design of Jail No. 3 was viewed stylistically as progressive and forward looking.

Jail No. 3 had many innovations for the time. Instead of the usual custom of housing two or more prisoners to a cell, the 360 cells were single, individual units located against the exterior walls with a window to each cell to let in sunlight and air. Each cell had individual toilets and was mechanically ventilated and the temperature thermostatically regulated. In addition, there was a dormitory floor with 120 beds. The design of the numerous windows was unique. Instead of the old security system of vertical bar grilles over each opening, concealed horizontal steel bars were incorporated into the frames disguised as cross supports for the sash and glass.

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[5] San Francisco Chronicle, December 1, 1938; The Architect and Engineer, November, 1933; and San Francisco Chronicle, August 29, 1953

Physical Features and Condition of Jail No. 3 Building

The Cultural Resources Report[7] contains a description of the landscape and built features, including the Jail No. 3 building, on the project site.

Jail No. 3 is situated at the end of an axis formed by an expanse of low-lying valley. It stands on a rise at the base of the hill in the western portion of the site. The Jail No. 3 building is composed of three essential elements that have a distinct relationship to the surrounding landscape. First, the cell block being long and narrow, has the character of a large wall. It is parallel to the hillside behind, with the long elevation facing the open valley. Second, an atrium divides the cell block in half. Third, the administration wing located at the center of the cell block is used as a device to frame the main entrance. The symmetrical front elevation and main entrance (the only obvious door in the building) is centered on the natural visual line created by the valley. Simply stated, Jail No. 3 is a wall placed on a strong axis, and it has one significant elevation that forms a backdrop to the site. The articulate relationship between the built elements and the site characteristics, anchors the structure solidly in the landscape. The unimpeded vista looking west from the entry gate to the jail and the barren hillside behind it is visually powerful.

Evaluation Methodology

Carey & Company developed criteria for evaluating the Jail No. 3 building to provide a systematic framework for investigation and a way to assess a multitude of building components with different historic values and in varying degrees of deterioration. First, Carey & Company determined the historic value or significance of each building component on a four-point scale ranging from very significant to non-contributing. Once the significance of the building component was established, the architectural historian determined the condition, fitness, or degree to which historic fabric had deteriorated or been altered. The condition rating is a three-point scale ranging from good to poor. A detailed description of the rating system is included in Appendix E.[8]

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[6] San Francisco Chronicle, June 6, 1958 and Card File San Francisco History Room

[7] Cultural Resources Report, San Francisco County Jail No. 3 Replacement Project, Carey & Company, October 1997.

[8] Cultural Resources Report, San Francisco County Jail No. 3 Replacement Project, Carey & Company, October 1997

Building Exterior

The Cultural Resources Report[9] contains a description of the building exterior, including the north, south, east and west elevations; and of the building interior, including the basement, first through seventh floors, and penthouse.

A visual survey of exterior conditions was limited to the east elevation with an extremely oblique view of the west. The north and south elevations are obscured. The visible exterior elements are in fair condition. There was little visible concrete spalling[10] on the east side; however, the west elevation faces heavy weather, and shows some spalling due to exposure. With a relatively recent coat of paint it was difficult to see areas of concrete degradation. The building at slightly over 400 feet long was built without any construction joints[11] but there is no apparent evidence of shear cracking. The steel window parts are generally in fair condition, however, glass is broken or has been removed in several windows. Visual inspection revealed evidence of rust decay. The roof and associated flashings and copings are in poor condition and require replacement. Water is migrating into the upper cellblocks because of roof surface material failure and parapet counterflashing failure. In addition, there is cracking in various locations on the concrete parapets which contribute to water infiltration. The guard walk on the second floor displays localized failure of roofing material.[12]

The most recent structural report on the Jail No. 3 building[13] indicates that the building is in "relatively good condition." However, the original building drawings show that the building was not designed to resist seismic loading as required by modern codes. The report concludes that "...elements of the building would be severely over stressed by strong earthquake shaking and possibly result in injury or death to occupants."

Building Interior

Any discussion of the condition of the interior of Jail No. 3 must be divided into two parts: mechanical/plumbing systems and structure/building components. First, the state of the plumbing, especially the elements in the cell block wings, is extremely poor. The steel plumbing chases shared by each pair of cells are heavily corroded. In many locations joints in the plumbing are heavily encrusted with rust. Water damage from ongoing leaks is evident throughout the facility. The original mechanical system does not adequately serve the facility. Temporary rental mechanical equipment (e.g., boilers) has been on site for several years.

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[9] Cultural Resources Report, San Francisco County Jail No. 3 Replacement Project, Carey & Company, October 1997.
[10] Spalling refers to concrete peeling away from the under structure.
[11] "Jail," Homer F. Hadley, The Architect and Engineer, October 1934.
[12] San Francisco County Sheriff's Department San Bruno Jail Facility Roof and Leak Report, Technical Roof Services, Inc., John Goveia and Peter Burger, 1996.
[13] SOHA Engineers, June 25, 1993.

The concrete on the interior of the building is generally in good condition. Spalling occurs in locations that are constantly exposed to water. The ceiling of the atrium (seventh floor slab at the mechanical room) contains the most serious spalling in the building and is rated poor. Spalling also occurs around steel windows where failed sealant allows water intrusion, and in many locations where leaking pipes penetrate the floor slab. These specific areas are rated fair. The hollow tile partitions are generally sound with only localized damage and are rated as good. The linoleum floor covering shows signs of wear and decay from exposure to plumbing leaks and other water intrusion. The flooring has an overall rating of fair.

Historic Value of Jail No. 3 Building

The research completed to date[14] indicates that the County Jail No. 3 building is not currently listed on any landmark or preservation inventory, including the National Register of Historic Places, California Inventory of Historic Resources, California Landmarks Program, or California Register of Historic Resources.

Carey & Company researched and analyzed a large volume of historic data on Jail No. 3 and has concluded that the existing County Jail No. 3 is potentially eligible[15] for listing on the National Register of Historic Places[16]. The criteria used in reaching this conclusion is found in National Register Bulletin No. 15. Properties listed in the National Register of Historic Places possess historic significance and integrity. Historic significance may be found in four aspects of American History recognized by the National Register Criteria: 1) association with historic events or activities; 2) association with important persons; 3) distinctive design or physical characteristics; and 4) potential to provide important information about prehistory or history. A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities including location, design, setting, materials, workmanship, feeling, and association.

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[14] Cultural Resources Report, San Francisco County Jail No. 3 Replacement Project, Carey & Company, October 21 1997.

[15] The definitions for eligibility are described in Appendix E.

[16] The National Register is the official federal list of sites that are significant in American history, architecture and culture. The Register is administered by the National Park Service and nominations for listing historic properties come from State Historic Preservation Officers (SHPOs).

Archival material, particularly respected architectural journals such as The Architect and Engineer and Architectural Record, recognized the innovative design and siting of the jail. It received national attention and critical acclaim from the architectural profession and the work was cited as an evolutionary step in prison design. In addition, the stature of the bodies of work made by Albert Roller and Dodge Riedy, the architects that designed Jail No. 3, is considerable. Their obituaries noted many accomplishments, public service, and strong ties to the San Francisco Bay Area. Using the National Register Criteria for Evaluation, Jail No. 3 may qualify for listing under "Criterion C" - Design/Construction. To be eligible under Criterion C, a property must embody distinctive characteristics of a type, period, or method of construction.[17] In addition, a property must represent the work of a master, as evidenced in the technical or aesthetic achievements of an architect or craftsman.[18]

SETTING - ARCHAEOLOGICAL RESOURCES

The focus of the archaeological resources evaluation was limited to an investigation of that portion of the County Jail No. 3/7 Complex property in and around the Jail No. 3 building. This portion of the property encompasses a total area of about 10 acres.

The County Jail No. 3 Replacement Project site is situated in what was, prior to the late 18th century arrival of the first Europeans, the northern part of the extensive territory claimed by the Costanoan people. The territory of the Costanoans extended southward from San Francisco Bay to around Point Sur in present day Monterey County.

The Costanoans, sometimes referred to as the Ohlone people, were primarily collectors and hunters of fish and game.[19] They lived where there were food and water sources.

Throughout most of the Spanish/Mexican era (1776 - 1846), there was little, if any, development or systematic use of the lands in the general vicinity of the project site. As such, it appears unlikely that significant or potentially significant cultural resources from the era between the Spanish/Mexican period and the early American period will be identified within the confines of the site.

By the mid-1830s, following the independence of Mexico from Spain, immense privately owned ranchos had incorporated most of the lands within the northern San Francisco Peninsula that were formerly under the jurisdiction of Mission Dolores. A portion of the project area was situated within the Buriburi Rancho (apparently named for the Urebure group of Costanoans who once inhabited the region); the remaining part of the project area was situated within the San Pedro Rancho.[20] At some point following the change from Mexican to American sovereignty over California, title to the property and surroundings was passed to new owners. By the close of the 19th century, the property had become part of the Sneath Ranch.

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[17] National Register Bulletin No. 15, How to Apply the National Register Criteria for Evaluation, Applying Criterion C - Design/Construction, 1991.
[18] Ibid.
[19] R.F. Heizer Handbook of North American Indians, Vol. 8: California, R. Levy, 1978.

The project site has been the subject of one previous archival literature review and surface reconnaissance. This prior work, undertaken by Suzanne Baker and Michael Smith in 1992, identified no significant or potentially significant cultural resources of prehistorical/protohistorical[21] age or characteristics within the boundary of the site. Similarly, no historic period cultural resources of significance or potential significance were encountered within the boundary of the site.[22] In addition, no other archaeological sites had been previously recorded immediately adjacent to the site.

The archaeological surface reconnaissance of the County Jail No. 3 Replacement Project area was undertaken on September 26, 1997. In an attempt to locate and identify potentially significant prehistorical/protohistorical and/or historic period cultural resources on the ground surface, the entire portion of the County Jail No. 3/7 Complex property slated for development and/or associated topographic modification in connection with the County Jail No. 3 Replacement Project was intensively surveyed. The area assessed during the 1997 archaeological reconnaissance included not only the proposed site of the jail replacement buildings, but also those designated portions of the property where associated new facilities would be built and where improvements to the existing infrastructure would occur.

The archaeological surface reconnaissance yielded a total absence of evidence suggesting the presence of prehistorical/protohistorical and/or historic era cultural resources of significance or potential significance. None of the usual indicators of the presence of an archaeological site were detected during the course of the reconnaissance. For example, no prehistorical/protohistorical artifacts, or the fragments thereof (i.e., implements of chipped stone, groundstone, modified bone or modified shell), were encountered at any point within the area surveyed; nor were any soils of apparent anthropic origin observed. Similarly, no unmodified faunal remains or examples of fire-affected rock were identified anywhere on the surface of the ground within the area surveyed.

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[20] Archaeological Reconnaissance of the San Bruno Jail Property, San Mateo County, California (unpublished). Suzanne Baker and Michael Smith, 1992.

[21] Protohistorical indicates a Native American site from an historic era, or a site with Native American affinities occupied during an early historic period, often characterized by prehistoric and European materials (glass, ceramics or metals).

[22] Ibid.

Much of the land situated between the existing Jail No. 3 building and the nearby wetlands area consists of a thick layer of imported fill. While no cultural resources of significance or potential significance were identified within this layer of fill, it was not possible to assess the characteristics or contents of the native soils existing beneath it.

IMPACTS - HISTORIC RESOURCES

For the purpose of this EIR, an impact to historic resources resulting from construction of the proposed project would be considered significant if it were to:

- cause a substantial adverse change in the significance of an historic resource.

Impact Analysis

Loss of an Historic Resource (County Jail No. 3 Building)

The County Jail No. 3 Replacement Project involves demolishing the existing Jail No. 3 building after the inmates are transferred to the new Housing Building. Loss of the Jail No. 3 building as a result of its demolition would be considered a substantial adverse change in the significance of a potential historic resource. Implementation of the mitigation measures listed below would reduce the impact, but not to a less-than-significant level.

IMPACTS - ARCHAEOLOGICAL RESOURCES

For the purpose of this EIR, an impact to archaeological resources resulting from construction of the proposed project would be considered significant if it were to:

- Disrupt or adversely affect a prehistoric or historic archaeological site;
- Disrupt or adversely affect a property of historic or cultural significance to a community or ethnic or social group; or
- Disrupt or adversely affect a paleontological site.

Impact Analysis

Disturbance, Damage, or Loss of Undetected Archaeological Resource

Presently undetected archaeological resources of demonstrated or potential significance may be encountered and could be disturbed, damaged, or lost during construction activities on the project site. Disruption to archaeological resources during project construction would be a significant impact of the proposed project if the mitigation measures listed below were not implemented.

MITIGATION MEASURES - HISTORIC RESOURCES

Implementation of the following mitigation measures would reduce the loss of an historic resource (Jail No. 3 building) as a result of project implementation, but not to a less-than-significant level:

Mitigation Measure K.1

After the inmates are transferred to the new Housing Building and prior to demolition of the Jail No. 3 building, the project sponsor shall retain the services of an historic preservation architect or architectural historian to document the Jail No. 3 building.

The documentation report shall meet modified Level I documentation standards of the Historic American Building Survey and include the following information:

- Drawings: copies of existing drawings of the Jail No. 3 building in the possession of the City of San Francisco or other depository.
- Photographs: black and white photographs (35 mm film) of representative exterior and interior views of the Jail No. 3 building; film and print processing shall follow the Photographic Standards of the Historic American Building Survey.
- The History, Context, and Description subsections of the Cultural Resources Background Report as the basis for the Written Data section.[23]

MITIGATION MEASURES - ARCHAEOLOGICAL RESOURCES

Implementation of the following mitigation measures would mitigate the disturbance, damage, or loss of archaeological resources potentially encountered during project construction to a less-than-significant level:

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[23] Cultural Resources Report, San Francisco County Jail No.3 Replacement Project, Carey & Company. October 1997

Mitigation Measure K.2

If undetected archaeological resources of demonstrated or potential significance are encountered during project construction, all earthmoving activity in the area of impact shall cease until the project sponsor retains the services of a qualified archaeological consultant. The archaeological consultant shall examine the archaeological resources encountered, assess their significance, and offer proposals for any procedures deemed appropriate to further investigate and/or mitigate adverse impacts to these archaeological resources.

Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor shall immediately notify the Environmental Review Officer (ERO) of the San Francisco Planning Department and shall suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered cultural resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor shall select an archaeologist to assist the Major Environmental Analysis section in determining the significance of the find. The archaeologist shall prepare a draft report containing an assessment of the potential significance of the find and recommendations for measures that should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor.

These mitigation measures might include development and implementation of a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist shall prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) shall be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Major Environmental Analysis section, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

L. CUMULATIVE IMPACTS

SETTING

No proposed projects have been identified in the unincorporated area of San Mateo County.

The City of San Bruno has identified one proposed project in the vicinity of the proposed County Jail No. 3 Replacement Project. The project is the proposed Family Golf Center at 2101 Sneath Lane, the former Engvall School site. The project site is directly west of the I-280/I-380 interchange and is about 19 acres. The existing uses at the Engvall School site include a school, day care, and golf driving range. The project includes demolition of the school structures and construction of an eighty-tee, two-level driving range; 28 additional at grade tees; a ten-hole putting course; putting greens; batting cages; restaurant; and pro shop. Construction of the project is proposed to begin in January 1998 and take about four to five months.[1]

Implementation of the Family Golf Center project is expected to improve peak hour commute traffic on Sneath Lane at Engvall Road, which currently operates at Level of Service C or D (see Traffic Appendix for information on Level of Service). The Family Golf Center would generate about 960 average daily trips. The existing site uses currently generate about 1840 average daily trips. Implementation of the Family Golf Center would reduce traffic in this area by about 880 average daily trips.

The Skyline College Master Plan calls for construction of a new 20,000 square-foot bookstore in 1998 and remodeling of Building 2, the former Library/Learning Resource Center in 1998/1999. The Master Plan also calls for construction of a Child Care Center within the next five years. One of the sites under consideration for the bookstore is located at the southeast corner of the campus near the North Road to the County Jail No. 3/7 Complex. No environmental studies have been completed for these projects.

IMPACTS

Cumulative impacts refer to two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact of several projects is the change in the environment that results from the incremental impact of a project when added to other reasonably foreseeable future projects.[2]

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[1] City of San Bruno Planning Commission Staff Report, September 15, 1997, Agenda Item No. 9.

For the purpose of this EIR, the cumulative environmental impacts of the proposed project would be considered significant if the cumulative effects from all proposed projects in the vicinity of the proposed project and the proposed project considered together caused degradation to any environmental area of concern.

The environmental issues for which potentially significant impacts would result from constructing or operating the County Jail No. 3 Replacement Project included transportation, utilities/public services, biological resources, hazards and cultural resources. Of these environmental issues, transportation effects could tend to accumulate from implementation of the County Jail No. 3 Replacement Project, the Family Golf Center, and improvements to Skyline College.

The cumulative transportation effects from operating the proposed County Jail No. 3 Replacement Project and proposed Family Golf Center would not result in a significant impact on existing traffic levels or Level of Service at intersections in the area of either proposed project, as neither project would have significant transportation impacts. The Transportation section of Chapter III of this EIR indicates that operating the County Jail No. 3 Replacement Project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system in the project area. The City of San Bruno Planning Commission Staff Report on the proposed Family Golf Center indicates that the project would not have a significant impact on transportation in the project area.

MITIGATION MEASURES

The proposed project would not result in significant cumulative environmental impacts. Therefore, no mitigation measures are required.

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[2] CEQA Guidelines, Section 15355.

IV. OTHER TOPICS REQUIRED BY CEQA

A. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA) and Sections 15040, 15081, and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to a less-than-significant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented as described in Chapter III.

The findings of significant impact are subject to final determination by the San Francisco Planning Commission as part of the certification process for the EIR. This chapter in the Final EIR will be revised, if necessary, to reflect the Planning Commission's findings.

Cultural Resources - As a result of project implementation, the County Jail No. 3 building would be demolished. Demolition of the Jail No. 3 building would result in the loss of a potential historic resource. The potentially historic architectural features and setting of Jail No. 3 would not be preserved, but would be documented by photographs prior to demolition of the building to provide a record for future use. By the nature of a jail facility with security, and because the County Jail No. 3 building is not located in an area of high visibility, many people would never be exposed to its historic architecture.

All other significant impacts identified in this EIR could be mitigated to a less-than-significant level.

After all feasible mitigation measures are adopted for a proposed project, the Lead Agency may exercise discretion to approve a project with significant adverse impacts. Such a decision must be accompanied by a Statement of Overriding Considerations, which specifies the benefits that the project approval would create. The Statement of Overriding Considerations must be supported by substantial evidence that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (AB 314 Amended Sec. 21081). After adoption of the project and the Statement of Overriding Considerations by the Sheriff's Department and Board of Supervisors, the project could proceed.

V. ALTERNATIVES TO THE PROPOSED PROJECT

The Alternatives Analysis identifies alternatives that would avoid, reduce, or resolve potential significant environmental impacts to the project site from implementation of the proposed project. CEQA Sections 21002 and 21061.1 mandate that the Alternatives Analysis focus on alternatives capable of "substantially lessening" adverse environmental effects of the proposed project. Alternatives should be environmentally superior, not free from all adverse impacts.

The proposed project consists of replacing an existing jail, along with some expansion of existing kitchen and laundry facilities. The proposed project would result in one unmitigable impact to a potentially historic resource, as well as a number of less-than-significant impacts or impacts that can be reduced to a less-than-significant level through the implementation of proposed mitigation measures. Since the existing County Jail No. 3 building has been determined to be a potentially historic resource, demolition of the building would be considered a potentially significant impact of the proposed project. Impacts from the proposed project that would be less-than-significant with mitigation include effects on transportation, noise, air quality, public services, biological resources, hydrology and water quality, hazards, and archaeological resources. No impacts from the proposed project were identified for land use, visual quality, geology or utilities.

According to CEQA, the alternatives must be reasonable and must feasibly attain most of the basic project objectives. Public Resources Code Section 21061.1 defines feasible as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." The project sponsor's objectives for the proposed project are described in Chapter II, Project Description.

Four alternatives are analyzed in this chapter: A) No Project Alternative, which is a point of comparison and would leave the project site in its current condition, with no improvements or changes; B) Reduced Kitchen and Laundry Functions Alternative, which would replace County Jail No. 3 but would not expand the kitchen and laundry functions to serve the entire City and County of San Francisco Jail System; C) Historic Resources Preservation Alternative, which would preserve the existing Jail No. 3 building and construct new Housing and Administrative/ Services Buildings; and D) an Off-Site Alternative, which would construct a new jail and administrative services facility in the vicinity of the San Francisco Hall of Justice at Seventh and Bryant Streets in San Francisco. Additional alternatives that were considered but rejected for further analysis are also described, along with the reasons for their rejection.

A. NO PROJECT ALTERNATIVE

The No Project Alternative would not include construction of any new buildings or any infrastructure repair. The project site would remain in its current condition. If the No Project Alternative were implemented, the deteriorated conditions of the existing Jail No. 3 building and the infrastructure would continue to exist, and no visible differences at the site would occur. The proposed project would implement remedial actions to the infrastructure that would not occur under the No Project Alternative.

The existing Jail No. 3 building would not have any remedial structural work completed. Internal traffic circulation and formalized parking improvements would not be made. The outdoor exercise area and dilapidated out-buildings would all remain at the site. The water supply, sanitary sewer, and electrical systems that serve the existing County Jail No. 7 and the Learning Center would not be upgraded.

IMPACTS

The No Project Alternative would not result in changes to the existing land use or other physical conditions on the site; therefore, it would not result in any physical impacts or changes to the existing conditions on the site.

The No Project Alternative would perpetuate existing site deficiencies, including the lack of adequate infrastructure for uses at the site, including Jail No. 7 and the Learning Center. The staff and inmates at Jail No. 7 would continue to be subject to inadequate water pressure, electrical facilities, and sanitary sewer and heating systems. As the proposed seismic improvements would not be implemented, the existing seismic hazards at Jail No. 3 and the water storage tank would not be remedied and over time, the risk of physical damage to the facility and to inhabitants would increase. Localized flooding problems due to lack of adequate drainage in and around Jail No. 3 would not be resolved.

If the No Project Alternative were implemented, the wetlands at the County Jail No. 3/7 Complex would not be enhanced. No additional wetlands would be created and no permanent breeding ponds for the California red-legged frog or foraging habitat for the Mission blue butterfly (endangered species) would be established.

Under the No Project Alternative, other Alternatives and the proposed project, a Phase II Environmental Site Assessment would be conducted in the area of the unconsolidated fill on the project site (to be completed in February 1998). The Site Assessment would include sampling of soil from the fill area and analysis of the soil samples to determine if the soil contains hazardous materials. If potential human health or environmental hazards are found as a result of the Site Assessment, the project sponsor would be required to remediate (i.e., clean-up) the project site or to take other appropriate steps required by law to mitigate those hazards.

As the No Project Alternative would retain the historic Jail No. 3 building, no impact to cultural resources would occur. However, the building would continue to deteriorate.

CONSISTENCY WITH PROJECT OBJECTIVES

Although required by CEQA for environmental analysis, a No Project Alternative would be counter to the United States District Court Order which requires immediate remedial actions to improve conditions at existing County Jail No.3. If these remedial actions were not taken, the City and County of San Francisco could be found in contempt of court. To meet the intent of the Court Order, the inmates would need to be relocated from the existing Jail No. 3 to another facility. However, the City and County of San Francisco Jail System is overcrowded. There are no cells available and it is unclear where the about 400 inmates who are currently located at Jail No. 3 would be transferred. In response to the Court Order, the San Francisco Sheriff's Department has attempted to relocate all Jail No. 3 inmates. One location available for lease is in Lake County, but it only has 50 beds, would pose daily court transportation issues, and would not accommodate all inmates currently in Jail No. 3. The remaining two locations are the Treasure Island Brig and the old Marin County Jail, which are only available on a short-term basis and do not have enough cells to accommodate all inmates currently in Jail No. 3.

According to the Sheriff's Department, the options of leasing temporary space outside the City and County of San Francisco, or constructing temporary housing on the project site are not feasible, due to funding and capacity constraints and the inherent inefficiency of managing separate facilities.

B. REDUCED KITCHEN AND LAUNDRY FUNCTIONS ALTERNATIVE

The Reduced Kitchen and Laundry Functions Alternative would consist of a new jail for inmates and administrative facilities the same as under the proposed project, but without expanded kitchen and laundry functions. Consistent with the existing and No Project Alternative conditions, kitchen and laundry functions would serve only the County Jail No. 3/7 Complex, not the entire City and County of San Francisco Jail System.

The kitchen facility would be about half the space of that for the proposed project, or 13,500 square feet.[1] However, since the kitchen and laundry would be on the second floor of the Administrative/Services Building, no change would be made to the building footprint. The laundry facility would be the same square footage as under the proposed project. The reduced laundry functions would be accomplished through a change in the number of hours worked in the facilities. For the Reduced Kitchen and Laundry Functions Alternative, staff would work shorter shifts in the kitchen and laundry during the week; weekend shifts would remain as under the proposed project.

IMPACTS

Under the Reduced Kitchen and Laundry Functions Alternative, non-significant impacts to land use, visual quality, noise, public services, biological resources, geology, hydrology and water quality, hazards, and cultural (historic and archaeological) resources would be the same as under the proposed project, since the physical footprint of the new buildings and the area of site disturbance would be the same. There would still be a significant, unmitigable impact to a potentially historic resource due to the demolition of Jail No. 3. Non-significant impacts related to transportation, air quality, and utilities would be somewhat reduced, as described below.

The Reduced Kitchen and Laundry Functions Alternative would generate slightly fewer truck trips to the site than under the existing conditions or the proposed project. Under the existing conditions, there are about four truck trips to the site daily. Under the proposed project and the Reduced Kitchen and Laundry Functions Alternative, there would be about three truck trips and two truck trips, respectively, to the site daily. A proposed warehouse in the Administrative/ Services Building under the proposed project would result in increased storage capacity on the site and two fewer truck trips per day to replenish stock.[2] The Reduced Kitchen and Laundry Functions Alternative would further reduce truck trip generation to the site because the meals and laundry produced in the facilities would not be delivered to off-site facilities. The total reduction of trips under the Reduced Kitchen and Laundry Functions Alternative is estimated to be the same as existing conditions and one trip less than under the proposed project. The trip reductions would not be noticeable to nearby residents.

Truck traffic under the Reduced Kitchen and Laundry Functions Alternative would be slightly less than truck traffic under the proposed project and current truck traffic at the site. Therefore, the non-significant air quality impacts would be slightly less than under the proposed project.

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[1] Beverly Prior Associates, Memo, January 7, 1998; and telephone conversation with Edward Ueda, Beverly Prior Associates, January 15, 1998.

Under the Reduced Kitchen and Laundry Functions Alternative, water use and wastewater flows would be reduced, since less water would be used in the kitchen and laundry operations, they are not estimated to be substantially different from the proposed project since the inmate population is expected to be the same. The emergency water storage tank capacity would be the same as for the proposed project.

CONSISTENCY WITH PROJECT OBJECTIVES

This alternative does not meet the San Francisco Sheriff's Department's objective to centralize the kitchen and laundry operations of the City and County of San Francisco Jail System.

C. HISTORIC RESOURCES PRESERVATION ALTERNATIVE

The Historic Resources Preservation Alternative was developed in response to the findings that the existing County Jail No. 3 building may be eligible for listing on the National Register of Historic Places; and that the proposed project may have a significant impact on the environment because it would result in a substantial adverse change to a potentially historic resource as a result of demolition of that resource.

The Historic Resources Preservation Alternative would involve retrofit and rehabilitation of the existing Jail No. 3 building for seismic safety purposes and use of the existing building for as many of the required jail functions as possible. The remaining functions which the existing building could not accommodate because of regulations set forth in the Correctional Code, Life Safety Code, or Americans with Disabilities Act, would be accommodated in a new building constructed on the project site in the location of the existing storage buildings south of existing Jail No.3. In addition, a new one-story, 10,000 to 15,000 square foot building near County Jail No. 7 would be constructed to accommodate boiler and heating functions, inmate intake, visitor waiting, video conferencing, kitchen reheating facilities, and a secure sallyport for Jail No. 7. As this alternative would require additional staffing and generate additional interior vehicle trips because of the distance between the jail facilities, the existing one-lane interior roads would be widened to accommodate two-way traffic between Jail No. 3 and Jail No.7. Inmate dental services would be provided in Jail No. 3. Figure V-1 shows the proposed site plan for the Historic Resources Preservation Alternative.

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[2] Correspondence from Beverly Prior Associates, Architect to Bureau of Engineering, August 28, 1997 and October 3, 1997.

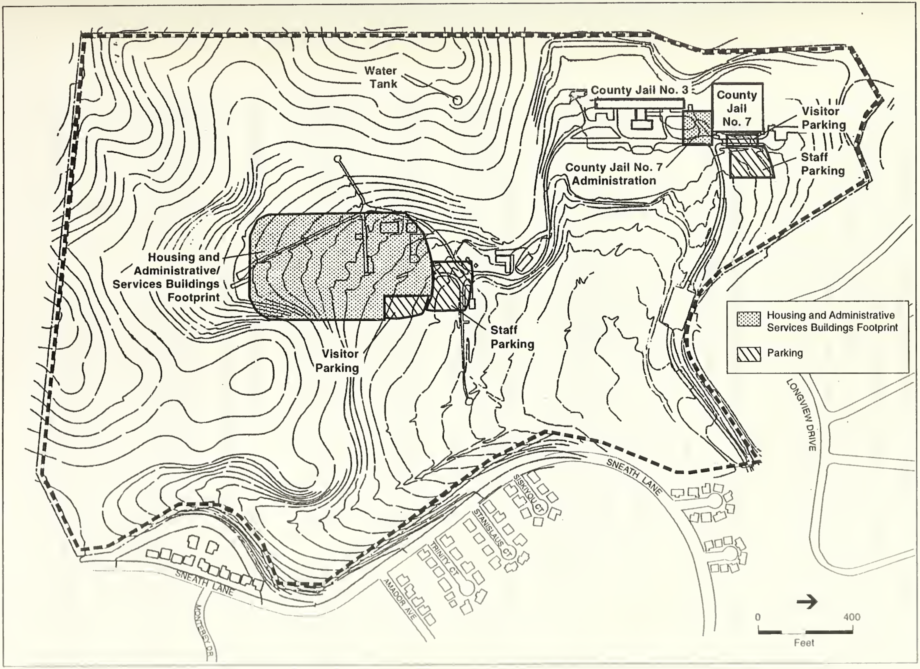

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FIGURE V-1

Historic Resources Preservation Alternative

Site Plan

Jail No. 7 is currently a dormitory facility. To accommodate Jail No. 7 inmates who need to be isolated from other inmates, isolation cells in the adjacent Jail No. 3 are currently used. Due to the physical distance to the replacement Jail No. 3 under this alternative and the difficulty in transporting inmates who need isolation, isolation cells would need to be provided in Jail No. 7. Portions of Jail No. 7 would be remodeled to provide isolation cells, which would reduce the capacity of Jail No.7.

While a detailed design of the seismic retrofit and historic rehabilitation of the Jail No. 3 building has not been developed, feasible uses for the retrofitted and rehabilitated building were determined based on the following criteria:

- the size and layout of the existing building;
- the type and extent of seismic retrofit necessary to address existing structural deficiencies and life safety hazards pursuant to the current State Building Code and the pending class action law suit regarding facility conditions;
- the type and extent of mechanical, electrical, water, sanitary, and elevator system improvements necessary to rehabilitate the building pursuant to the current State Building Code and California Department of Corrections system standards;
- the type and extent of access and egress improvements required pursuant to the Americans with Disabilities Act (ADA) and the current State Building Code;
- the current California Department of Corrections standards for minimum cell, day room, and medical space size for 768 inmates (the current rated capacity) and physical layout of these spaces for adequate security (i.e., adequate visibility by deputy sheriffs);
- potential application of the State Historic Building Code, which allows some flexibility in how current code standards are met for eligible historic resources; and
- historic value of certain building spaces and components pursuant to the historic resources impact analysis conducted by Carey and Company and criteria for eligibility for the National Register of Historic Places.[3]

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[3] Cultural Resources Report, San Francisco County Jail No. 3 Replacement Project, Carey and Company, October 21, 1997

Uses considered feasible for the retrofitted and rehabilitated Jail No. 3 building are: administrative office and support functions, inmate intake, classrooms, laundry, libraries, arraignment rooms, attorney visiting, staff exercise and locker rooms, maintenance areas on the basement through second stories; and records storage on the third through sixth stories.

Uses not considered feasible in the retrofitted and rehabilitated Jail No. 3 building include inmate housing (cells), medical clinic, kitchen, interior exercise areas for inmates, communications room, and central heating plant. Housing would not be feasible because the California Department of Corrections standards for cell size and day use spaces would require that the rated capacity (maximum potential occupancy by inmates) of the proposed project be reduced by at least 50 percent in order to be accommodated in the existing building. Housing the inmate population in two buildings would cause operational inefficiencies, including duplication of staff, medical facilities, security systems and surveillance. Additionally, there would be no day room space available for inmates in the rehabilitated Jail No. 3, since the ceiling height does not meet state code requirements for day room space. The medical clinic would not be a feasible use in the existing building because it is an inmate function that needs to be clustered within the housing units, due to security issues, presence of isolation cells, and pharmacy pill call. Also, the long corridors in the existing building have a physical layout of cells that does not allow for adequate visibility and security by deputy sheriffs.

The kitchen functions would not be feasible in the retrofitted and rehabilitated building because the floor area in any one wing of the building would not be large enough to accommodate the proposed meal preparation, storage, and service functions. If the kitchen functions were to be placed in the existing building, it would have to be split over two floors, which would require altering ceiling heights and elevator and floor structures, and more staff to supervise the kitchen operations.

Construction and Operation Implications

Rehabilitating the existing Jail No. 3 building for the administrative, intake, classroom, laundry, arraignment, attorney visiting, and storage functions would not eliminate the need for the new Housing or Administrative/Services Buildings. Reusing the existing jail building for such functions would reduce the size of the new Administrative/Services Building by about 30,000 to 40,000 square feet. The Administrative/Services Building, which would include some security functions and the new kitchen, would be about 66,000 to 76,000 square feet. While the footprint of the new Administrative/Services Building would be reduced under this alternative, the footprint and height of the new Housing Building would remain the same because the design of that building is based on a specific number of cells of a required size in a specific stacked pod design. The same number of cells would be constructed in the Housing Building under this alternative as under the proposed project. In addition, the water, sanitary sewer, and electrical systems in the existing Jail No. 3 building would be upgraded to current code standards.

If this alternative were implemented, all Jail No. 3 staff and inmates would need to be temporarily relocated off the site before the start of construction. Retrofit and rehabilitation of the existing Jail No. 3 building would need to proceed simultaneously with construction of the new Housing and Administrative/Services Buildings, and would need to be completed before the inmates are transferred to the new Housing Building because the general administrative, intake, classroom, laundry, and other uses in the rehabilitated building would need to be available to staff and inmates.

IMPACTS

Under the Historic Resources Preservation Alternative, impacts to utilities and public services, geology, and hydrology and water quality would be the same as under the proposed project because this alternative is similar to the proposed project with respect to the staff and inmate populations to be served and to the type, size, and footprint of jail buildings and facilities to be constructed on the project site. Other impacts of the Historic Resources Preservation Alternative would be as described below.

Land Use

The uses on the project site would not change under the Historic Resources Preservation Alternative. However, under this alternative the area of the project site occupied by the jail buildings and facilities would be greater, and the area of open space would be less, by about 120,000 square feet (or 2.8 acres) than under the proposed project. This increase in developed area and decrease in open space on the site would be less than significant because open space would still occupy about 95 percent of the site under this alternative.

Visual Quality

As with the proposed project, views to the project site from the residential neighborhoods and the Golden Gate National Recreational Area would change under the Historic Resources Preservation Alternative. There would be a larger massing of buildings on the site due to both construction of the Jail No. 3 replacement buildings and retention of the existing Jail No.3 building. Views of Jail No. 3 from Sneath Lane would appear as they do now, but the new Jail No. 7 administrative/services support building would be visible near Jail No. 7 and the new Housing and

Administrative/Services Buildings would be visible in the center of the site. From the public access area near Skyline College, both the Housing and Administrative/ Services Buildings and Jail No. 3 would be clearly visible. The Administrative/Services Building would appear smaller than it would under the proposed project, but the rest of the buildings would appear the same. From the Sweeney Ridge area, the site would appear much as it does currently, with the new Housing and Administrative/Services Buildings also visible. Similar to the proposed project, the view changes would be noticeable, but would be considered a less-than-significant impact because the jail complex would obstruct less of the views to the project site, developed areas, open space, and coastal mountains from public viewpoints than under the proposed project.

Transportation

Under the Historic Resources Preservation Alternative, the uses on the project site and the transportation impacts of operating the jail replacement facility would be the same as under the proposed project. However, there would be some reconfiguration of the internal service road on the project site to serve a new site design; and a short-term reduction of trips to the site while Jail No. 3 staff and inmates were relocated off the site during construction of the Housing and Administrative/Services Buildings and retrofit and rehabilitation of Jail No. 3. An analysis of construction trips under this alternative was not completed since construction staging was not analyzed. Implementation of this alternative would appear to generate the same amount of construction trips as with implementation of the proposed project, which would be offset by the reduction in other trips associated with the temporary relocation of Jail No. 3 staff and inmates.

Noise

Construction noise levels associated with the Historic Resources Preservation Alternative would not differ substantially from those associated with the proposed project. However, the duration of the construction period may be longer for the Historic Resources Preservation Alternative because it involves retrofitting and rehabilitating the existing Jail No. 3 building in addition to constructing the new Housing and Administrative/Services Buildings. Construction activities associated with retrofitting and rehabilitating the existing Jail No. 3 building would generate lower noise levels than would activities associated with constructing the new buildings, as activities take place primarily indoors. Fewer people would be affected by the noise levels because the staff and inmates of Jail No. 3 would be relocated during construction. Therefore, construction noise generated over a longer period would be a less-than-significant impact of this alternative.

Air Quality

The PM_{10} and asbestos emissions generated under the Historic Resources Preservation Alternative would be similar to or less than those emissions generated under the proposed project because the emissions generated from retrofitting and rehabilitating the existing Jail No. 3 building under this alternative would be similar to or less than the emissions generated from demolishing the building under the proposed project.

Biological Resources

Construction of the Historic Resources Preservation Alternative would not occur in the large wetland complex on the project site, but in the area where the existing storage buildings are located. However, the proposed site for the new buildings would encompass three pockets of smaller jurisdictional wetlands and one pocket of central coast riparian scrub, as well as a portion of the agricultural fields. While it is not anticipated that the California red-legged frog would use these wetlands, the degradation or loss of these wetlands as a result of constructing the new buildings would be a significant impact of this alternative that would need to be mitigated, similar to the proposed project.

Hazards

The hazards impacts of the Historic Resources Preservation Alternative would generally be the same as those of the proposed project. If any asbestos were to remain in the retrofitted and rehabilitated Jail No. 3 in a location where it could become friable and airborne, asbestos would pose a hazard to employees and other individuals working in the building. The potential emission of asbestos fibers is a potentially significant impact of this alternative, which could be reduced to a less-than-significant level with implementation of the pertinent hazardous materials mitigation measures identified for the proposed project.

Cultural Resources

The Historic Resources Preservation Alternative would preserve the potentially historic Jail No. 3 building. However, some of the interior and exterior features of the building may be modified to bring the building into compliance with applicable Code and other standards, and some of the building functions (e.g., inmate housing) would be changed or eliminated. In addition, the new Housing and Administrative/Services Buildings would be constructed south of Jail No. 3. The historic context of the siting of Jail No. 3 associated with the strong visual link between the jail and open space to the east of the building would be preserved. The seismic retrofit and structural rehabilitation of the Jail No. 3 building would follow the Secretary of the Interior's Standards for the

Treatment of Historic Properties, including the Guidelines for Treatment of Cultural Landscapes. The rehabilitation would respect the historic architectural aspects of the building; new additions or exterior alterations to the building or related new construction on the County Jail No. 3/7 Complex property would not destroy the historic integrity of the building or its environment. Therefore, the Historic Resources Preservation Alternative would not result in a substantial adverse change in the significance of a potentially historic resource.

CONSISTENCY WITH PROJECT OBJECTIVES

During retrofit and rehabilitation of Jail No. 3, the inmates who would be housed in Jail No. 3 would need to be housed in a leased facility. As discussed in the No Project Alternative, leasing cells in other cities or counties is not practical.

Constructing the Historic Resources Preservation Alternative would substantially increase the cost of project construction, since Jail No. 3 replacement buildings would be constructed, the existing building would be rehabilitated, and a double security fence would be constructed over a much larger area.[4] In addition, this alternative would be less operationally efficient because it would fragment the new jail functions between two sets of buildings, result in modifying ideal spaces for certain jail functions to fit within the existing Jail No. 3 building, and require duplication of staffing. In addition, the buildings would not be physically clustered, as they would be under the proposed project.

D. OFF-SITE (SEVENTH AND BRYANT STREETS) ALTERNATIVE

The Off-Site Alternative would be located at one of six potential sites near the existing Hall of Justice building at Seventh and Bryant Streets in San Francisco. Table V-1 describes the locations, current uses, zoning, and height and bulk districts at each site. Figure V-2 shows the sites. The City and County of San Francisco Real Estate Department reviewed sites within one block of the Hall of Justice. Six additional sites were eliminated from further consideration because of residential use, improved commercial structures, high costs of business relocation or lot depth. Another site was rejected because a school and park are proposed for the site.

The Off-Site Alternative would include housing, exercise areas, administrative spaces, kitchen and laundry facilities that serve the entire City and County of San Francisco Jail System with the

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[4] Seismic Assessment and Upgrade Recommendations for San Francisco County Jail #3, SOH and Associates and K.N Tuan and Associates, June 25, 1993.

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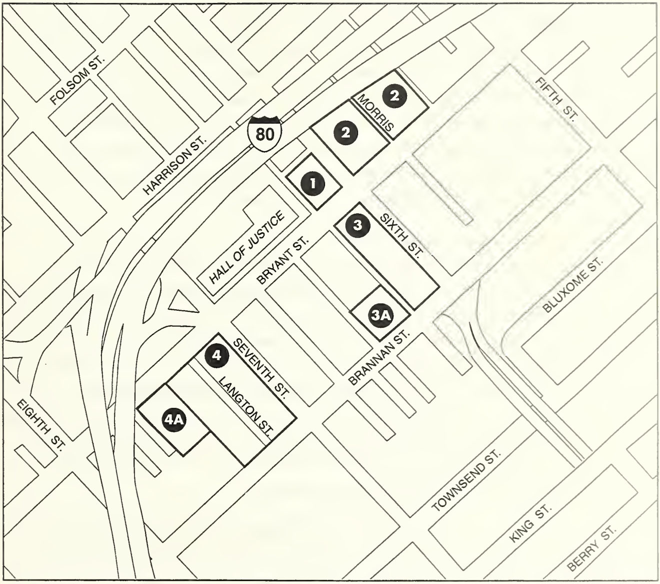
TABLE V-1: Off-Site Alternative - Potential Site Locations

Location	Parcel Size Replacement Facility Height and Basement Levels	Parcel Zoning	Height and Bulk District	Current Uses
Site 1 - Block bounded by Sixth Street, Bryant Street, Harriet Street and Ahern Way	46,406 square feet of land area 10-story building 2 basement levels	SLI - Service Light Industrial District	30X	Currently occupied by seven lots, including McDonald's, valet parking, residential (12 units) over retail (2 units), two other commercial businesses
Site 2 - Two blocks east of Sixth Street, bounded by Sixth Street, Bryant Street, Oak Grove Street and I-80 freeway to the north	77,400 square feet of land area 6-story building 1 basement level	SLI - Service Light Industrial District	30X	Currently occupied by seven parcels of commercial use. Morris Street would be vacated.
Site 3 - Block bounded by Sixth Street, Brannan Street, Harriet Street, and Bryant Street	88,000 square feet of land area 5-story building 1 basement level	SLI - Service Light Industrial District	50X	Currently occupied by 15 parcels, including a car wash, valet parking, offices and retail.
Site 3A - Southwest across Harriet Street from Site 3 Southend of Harriet Street, Brannan Street and Boardman Place	44,437 square feet of land area 10-story building 2 basement levels	SLI - Service Light Industrial District	50X	Currently occupied by four lots, including office buildings, car painting, and parking
Site 4 - Southwest corner of Seventh and Bryant Streets Part of block defined by Bryant Street, Seventh Street and Brannan Street	222,480 square feet of land area 2-story building 1 basement level	SLI - Service Light Industrial District facing on Bryant Street and M-2 - Heavy Industrial District facing on Brannan Street	30X	Currently occupied by 16 lots, including office/retail, storage, live/work, and warehouses. Langton Street would be vacated.
Site 4A - Adjacent parcel immediately southwest of Site 4 on Bryant Street, to Kate Street	51,560 square feet of land area 9-story building 1 basement level	SLI - Service Light Industrial District	30X	Currently occupied by one lot, bar, restaurant and catering.



Source: Duffey Company

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FIGURE V-2

Off-Site Alternative Locations

exception of County Jail No. 7 and the Learning Center, and a basement parking garage for 150 vehicles. Square footages of the Off-Site Alternative buildings would be the same as under the proposed project, with the net addition of underground parking. As shown in Table V-1, the square footage of the parcel at each location, except Site 4, does not provide enough space to accommodate the four-story building layout as at the County Jail No. 3/7 Complex site. With the exception of Site 4, additional building stories (up to ten stories) would be required at all of the Off-Site Alternative locations to accommodate the necessary functions of the proposed jail replacement project (see Table 1 in the Project Description). Site 4 could accommodate the necessary jail functions in a two-story building with a one-level underground parking garage. Sites 1, 3A and 4A would require a two-level underground parking garage, and the remainder of the sites would require a one-level underground parking garage.

Currently Jail No. 3 contains the kitchen, laundry, dental, storage, maintenance shop, and heating facilities for Jail No. 7 and the Learning Center. A new one-story, 10,000 to 15,000 square foot administrative/services building near Jail No. 7 would be constructed to accommodate boiler and heating and boiler functions, inmate intake, visitor waiting, video conferencing, kitchen reheating facilities and secure sallyport for Jail No. 7. Jail No. 7 inmates would be transported to the Off-Site Alternative replacement Jail No. 3 for dental care. County Jail No. 7 is currently a dormitory facility. To accommodate inmates who need to be isolated from other inmates, isolation cells in the adjacent Jail No. 3 are currently used. Due to the physical distance to the replacement Jail No. 3 under this alternative and the difficulty in transporting inmates who need isolation, isolation cells would be provided in Jail No. 7. Portions of Jail No. 7 would be remodeled to provide isolation cells, which would reduce the capacity of Jail No.7.

The existing infrastructure at the project site would be upgraded, consistent with the proposed project, to serve Jail No. 7 and the Learning Center. Also, seismic improvements to the water storage tank would be implemented, and the existing drainage problems in and around Jail No.3 would be resolved. Jail No. 3 would be demolished to eliminate the hazards to users of the site from the deteriorating building.

IMPACTS

Land Use

If the Off-Site Alternative were implemented, the existing Jail No. 3 would be demolished and a new administrative/services building would be constructed to accommodate the functions needed for Jail No. 7. The overall developed area of the project site would be less and more area of the site would be devoted to open space than under the proposed project.

The six sites under consideration for the Off-Site Alternative are located within the South of Market planning subarea. All sites are zoned SLI - Service Light Industrial District. Public uses, such as police stations, are permitted within this zoning district. The South of Market Area Plan designates the area surrounding the Hall of Justice, including the six Off-Site Alternative sites, as a "Retail/Business Service/Industrial" area with "Low Income Housing a Conditional Use." The primary goals of the South of Market Area Plan are to protect and facilitate the expansion of industrial, artisan, home and business service, and neighborhood-serving retail and community service activities; protect existing housing and encourage the development of new affordable housing; and preserve existing amenities and improve neighborhood livability for South of Market residents and visitors.

A new jail facility in the area of the South of Market Street near Sixth, Seventh, Bryant, and Brannan Streets would be compatible with other institutional uses in the vicinity. The Hall of Justice and the associated courts and inmate facilities are located on the block bounded by Brannan, Bryant, Harriet, and Seventh Streets. However, construction of a new jail facility would require the displacement of existing commercial, industrial, or residential land uses and would potentially change the character of the surrounding neighborhood. Where businesses would be displaced, there would be an associated loss of employment. Only one of the six sites would result in displacement of residential uses (about 14 dwelling units). Site 4 would result in the potential displacement of up to 16 live/work units. The displacement of residential units on specific sites, while not significant in the urban context of San Francisco, would be inconsistent with provisions of the South of Market Area Plan, which calls for the retention of housing. The displacement of land uses are summarized by site.

Site 1 - Development of this site for a jail facility would displace two retail/wholesale businesses, including Comart Business Systems and West Coast Beauty Supply; two restaurants, including a newly constructed McDonald's; a 12-unit residential building with ground floor commercial; a two-unit residential building with ground floor commercial; parking lots and a billboard.

Site 2 - Development of this site for a jail facility would displace eight commercial/industrial businesses, including Mobius, Inc., Nursery Exchange, Stephens Imports Inc., Sulu Arts & Books, Mayflower, Accurate Print, Art Davis Auto & Truck, and Audio Images; an accessory parking lot and a billboard. Relocation of the Flower Mart support services on this block could impact the flower wholesale business.

Site 3 - Development of this site for a jail facility would displace six commercial/industrial businesses, including a car wash, San Bruno Statuary, Silk Depot, Plater Crafts and Flora, Delray Distributing, and C&M Plating Works; valet parking operations; a billboard; a warehouse under construction; and a vacant building intended for renovation. Relocation of the businesses on this block that are clustered around the Flower Mart could impact the flower wholesale business, centered in and around this area.

Site 3A - Development of this site for a jail facility would displace two commercial businesses, including Earl Schieb and Mechanical Maintenance and Service Corporation; a parking lot; and a two-story office building leased to the City and County of San Francisco for the District Attorney's Office that is undergoing full seismic, Americans with Disabilities Act (ADA), and other upgrades.

Site 4 - As the largest of the six sites, the displacement of businesses from development of a jail facility would be the greatest at this site. Development of this site for a jail facility would displace 19 retail and wholesale and related businesses, including Direct Mail Center, Fuller O'Brien Paints, Golden Gate Meat Co., Georgiou office building and outlet store, Darwin Keyboards, Westburne Plumbing, Golden Gate Office Systems, Regency Accessories, Ada Mabel, Inc., Advent Business Machines, Marble System Installations, Lewis Electric, Niman Schell, Y.C.H., Inc., Winestate, Nathan Lerner, Cahan & Associates, S. Shelling, and The Lighthouse. Other uses that would be displaced include an office building occupied by the San Francisco Police Officers Association, a building used for storage, a vacant two-story masonry building possibly used for residential, six live/work units in a new building approved for development of an additional 10 units, a vacant two-story concrete building, and a two-story office building and warehouse occupied by Caltrans.

Site 4A - Development of this site for a jail facility would displace one concrete building occupied by Great Entertainer. It includes a bar, restaurant, billiards, and catering business.

Visual Quality

If the Off-Site Alternative were implemented, the visual quality of the County Jail No. 3/7 Complex would be different than under the proposed project. Jail No. 3 would be demolished, and a small administrative/services building would be constructed near Jail No. 7. The jail complex would obstruct less of the views to the project site, developed areas, open space, and coastal mountains from public viewpoints than under the proposed project.

The Off-Site Alternative would consist of constructing a jail replacement building between two and ten stories, depending on the site. From Interstate 80, the building would be visible on any of the six sites. Constructing the jail replacement building on all sites except Site 4 could affect the view corridors from major local streets (Seventh Street, Sixth Street, Bryant Street and Brannan Street). The existing Hall of Justice is about 10 stories or 105 feet and the tallest building in the area. Constructing the 10-story jail replacement building on Site 1 would expand the building bulk and massing in the area adjacent to the Hall of Justice. Constructing the 10-story or 9-story building on Site 3A or 4A, respectively, would visually contrast with the existing smaller scale buildings in the area. Constructing the 6-story or 5-story building on Site 2 or 3, respectively, would not have as much of a visual contrast with the smaller buildings in the area. None of the potential buildings would block scenic views from public open space, and none would create visual changes that would be considered unusual or substantial in a dense urban setting such as San Francisco. Potential shadow and wind effects on surrounding properties from constructing the jail replacement building on any of the six sites are unknown at this time.

Transportation

Implementation of the Off-Site Alternative would reduce the level of traffic generated from the existing County Jail No. 3/7 Complex. Trips associated with existing Jail No. 3 currently represent nearly 70 percent of the trips generated to and from the County Jail No. 3/7 Complex. If the Off-Site Alternative were implemented, transportation impacts at the County Jail No. 3/7 Complex would be less than those from implementation of the proposed project, since there would be less staff and inmates at the project site. The number of construction trips to the County Jail No.3/7 Complex would also be slightly less than those generated by the proposed project, as the Jail No. 3 replacement facility would not be constructed on the site.

Traffic in the general vicinity of the Hall of Justice, where the six potential sites for the Off-Site Alternative are located, is often congested due to its proximity to the I-80 and I-280 freeway on-ramps and off-ramps and the high level of activity generated by the Hall of Justice. In the block bounding the Hall of Justice on Brannan, Sixth, Bryant, and Seventh Streets, there is competition for the available parking spaces. While the main streets are broad, traffic flows may be disrupted as drivers jockey for on-street parking spaces or to access off-street parking spaces. The most congested period of the day occurs during the P.M. peak hour and depends on traffic operations on the freeway. Cars may queue up along Sixth Street approaching the I-280 on-ramps at Brannan Street and on Bryant Street approaching the Bay Bridge on-ramp at Fifth Street. To a lesser degree, cars may also queue along southbound Eighth Street approaching the Bryant Street ramp (east of Eighth Street) to the Bay Bridge.

The greatest single period of trip generation for the Jail No. 3 facility would occur during the A.M. peak hour coincident with shift changes at the jail. During the A.M. peak hour, traffic Level of Service conditions on city streets are generally better than they are during the P.M. peak hour because key points of congestion occur on the freeway system approaching the city, rather than on city streets, as drivers queue to access freeway on-ramps. Table V-2 summarizes the existing Level of Service for the key intersections in the vicinity of the six potential sites for the jail replacement facility.

The County Jail No. 3 Replacement Project would generate about 450 person trips per day (based on an average weekday employee count of 183). Person trip generation during the A.M. peak hour would be about 67 trips, and during the P.M. peak hour would be about 49 trips.

An initial assessment of the traffic impacts of the Off-Site Alternative indicates that the trip generation during the P.M. peak hour could be less than the current trip generation from the existing uses at a given site. Therefore, implementation of the Off-Site Alternative could reduce, rather than increase, the P.M. peak hour traffic impacts in the vicinity of the Hall of Justice. The greatest increase in trip generation of the Off-Site Alternative would occur on Sites 3A and 4A, as these are the smallest and least intensively used of the six sites. However, at all sites, the maximum number of net new trips generated by the County Jail No. 3 Replacement Project would be less than 49 trips in the P.M. peak hour.

The assessment also indicates that the trip generation during the A.M. peak hour could be less on some sites and greater on other sites than is the current trip generation from the existing uses. At no site would the number of trips generated from the Off-Site Alternative in the A.M. peak hour be greater than 67 trips. Implementation of the Off-Site Alternative would not have significant traffic impacts at the intersections of Fifth Street with Bryant and Harrison Streets and of Sixth and Brannan Streets during the A.M. peak hour given the existing Level of Service, which ranges from B to C. It does not appear that implementation of the Off-Site Alternative would have a significant traffic impact at the intersections of Seventh Street with Bryant and Harrison Streets, given the high Level of Service at these intersections observed during the P.M. peak hour (generally the worst case condition for city streets).

Implementation of the Off-Site Alternative could result in site specific transportation impacts. These potential impacts could not be determined until a final site plan has been developed. Potential impacts could be mitigated by selecting the least congested streets for primary access, avoiding conflicts with Muni stops, and providing adequate space for vehicle queuing off-site.

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TABLE V-2: Off-Site Alternative - Intersection Levels of Service

	Existing (1993/96)	
Intersection	**AM Peak Hour**	**PM Peak Hour**
Fifth and Bryant	B	F
Fifth and Harrison	C	B
Sixth and Brannan	B	E
Seventh and Bryant	--	B
Seventh and Harrison	--	B

Source: A.M. counts - File 92.202E and 94.060E FEIR Alternatives to Replacement of the Embracadero Freeway and the Terminal Separator Structure and the P.M. counts - File 96.771E, Mission Bay, Wilbur Smith Associates

Noise

If the Off-Site Alternative were implemented, noise at the County Jail No. 3/7 Complex would be less than with implementation of the proposed project, since there would be less staff and inmates at the project site and fewer inmates using the outdoor exercise area. Construction noise from demolition of Jail No. 3 and noise from construction of infrastructure improvements on the site would be similar to that of the proposed project.

The proximity of the six potential sites for the jail replacement facility to a major freeway would reduce the severity of construction truck noise during early morning hours, as construction trucks would be less likely to travel through quiet residential areas. Any residential uses in the vicinity of the sites may be affected by construction equipment noise. Other construction noise impacts would be similar to those associated with the proposed project. Similar to the existing Hall of Justice, the jail replacement building would be designed to prevent obtrusive noise from affecting nearby residences.

Air Quality

If the Off-Site Alternative were implemented, air pollutant emissions at the County Jail No. 3/7 Complex would be less than those from implementation of the proposed project, since there would be less staff and inmates to generate vehicle trips at the site.

Construction of the Off-Site Alternative would generate short-term PM_{10} (dust) and exhaust emissions from operation of construction equipment and soil excavation. Impacts to air quality would be similar to those associated with the proposed project. Implementation of the mitigation measures related to construction PM_{10} and exhaust emissions for the proposed project would be sufficient to reduce the impacts to a less-than-significant level.

Utilities and Public Services

If the Off-Site Alternative were implemented, the infrastructure at the County Jail No. 3/7 Complex would be upgraded to serve Jail No. 7 and the Learning Center. Therefore, the impacts to utilities from this alternative would be similar to those impacts of the proposed project. No impacts to police and fire protection services for the County Jail No. 3/7 Complex would occur as a result of implementation of the Off-Site Alternative.

The six potential sites for the Off-Site Alternative are located within urban areas that currently support residential, commercial, and industrial uses and associated infrastructure. Therefore, this alternative would not impact utilities or public services.

Biological Resources

If the Off-Site Alternative were implemented, the wetlands at the County Jail No. 3/7 Complex would not be enhanced. No additional wetlands would be created and no permanent breeding ponds for California red-legged frog or foraging habitat for the Mission blue butterfly (endangered species) would be established.

Potential leaching of unknown contaminants from the unconsolidated fill area could impact the wetlands. However, under the Off-Site Alternative, other Alternatives, and the proposed project, a Phase II Environmental Site Assessment would be conducted in the area of the unconsolidated fill on the project site (to be completed in February 1998). The Site Assessment would include sampling of soil from the fill area and analysis of the soil samples to determine if the soil contains hazardous materials. If potential human health or environmental hazards (including potential adverse impacts to the wetlands) are found as a result of the Site Assessment, the project sponsor would be required to remediate (i.e., clean-up) the project site or to take other appropriate steps required by law to mitigate those hazards.

The six potential sites for the Off-Site Alternative are located within urban areas that currently support residential, commercial, and industrial uses and limited biological resources. Therefore, this alternative would not impact biological resources.

Geology

If the Off-Site Alternative were implemented, the Jail No. 3 building would be demolished and the infrastructure at the County Jail No. 3/7 Complex would be upgraded to serve Jail No. 7 and the Learning Center. Therefore, no geologic impacts would occur on the project site.

All six potential sites for the Off-Site Alternative are in a localized area with similar geologic conditions. This area was near the margin of the San Francisco Bay prior to development. The Bay margin was filled with a variable thickness of artificial fill to raise this area above the high tide level. The fill was placed on poorly consolidated Quaternary sediments, including nearshore bay sediments and sand dunes. The fill is generally heterogeneous and was not placed as engineered fill. Both the fill and the underlying sediments are susceptible to differential settlement under structural loading. This area is expected to experience very strong Modified Mercalli Intensity (MMI) VIII seismic shaking during the expected earthquake on the San Andreas Fault (Peninsula segment). Liquefaction and amplification of strong ground shaking could occur during expected earthquakes. Similar to the proposed project, the potentially adverse effects of these geologic conditions on the performance of buildings and other improvements would need to be addressed by site-specific foundation and building design. Slope instability would not be expected in the relatively flat topography of the area of these sites.

Hydrology and Water Quality

If the Off-Site Alternative were implemented, County Jail No. 7 and the Learning Center would continue to operate. Maintenance of the 54-inch culvert would be conducted by staff at the project site, and no impacts to hydrology and water quality at the project site would occur.

The six potential sites for the Off-Site Alternative are located within a heavily urbanized area of San Francisco. Most of these sites and the surrounding areas are covered by impervious surfaces. The surface water drainage from the sites is conveyed by the City's combined storm water and sanitary sewer system. No significant flooding hazards are present on the sites. Development of the jail replacement facility on any of the sites could result in discharges of sediment to the storm drains during construction activities. This potential impact could be mitigated through the implementation of Best Management Practices for the control of discharge from the construction sites. In addition, the relatively high groundwater levels in the area of the sites would likely require extensive dewatering during foundation construction. The discharge of pumped groundwater would need to be managed under City requirements for batch discharges to the combined storm water and sanitary sewer system.

Hazards

If the Off-Site Alternative were implemented, the Jail No. 3 building would be demolished. Asbestos emissions during building demolition could be a potential hazard to the remaining users of the County Jail No. 3/7 Complex.

The six potential sites for the Off-Site Alternative are not located in an area of the City subject to the Maher Ordinance (Ordinance 253-86, enacted in June 1986 and amended in 1988).[5] However, before assuming potential liability associated with any site to be purchased by the City, the City would complete a site investigation similar to that prescribed by the Maher Ordinance. The Maher Ordinance requires that soils on project sites and other specified sites within the Maher Area be tested for hazardous wastes and remediated when a proposed project involves disturbing over 50 cubic yards of soil. If hazardous wastes are found, the project sponsor would be required to submit a Site Mitigation Plan (SMP) to the City Department of Public Health, and to implement an approved SMP before the Department of Building Inspection issues a Building Permit. The Department of Public Health (DPH) implements the Maher Ordinance. DPH would require full compliance with the Maher Ordinance prior to construction of the proposed project. These regulations and procedures, already established as part of the review process for Building Permits, would insure that any potential impacts due to the presence of hazardous wastes in soils on the project site would be reduced to a level of non-significance.

The SMP shall include a discussion of the levels of soil contamination exceeding hazardous criteria on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site.

Additional mitigation measures for constructing the jail replacement facility on any of the six potential sites for the Off-Site Alternative could include removal of above ground and underground storage tanks in accordance with local and state requirements, and completion of asbestos and lead-based paint surveys for any on-site structures planned for demolition or renovation. Additional mitigation measures for impacts from other types of hazards on any of the six sites could apply (see Hazards section of Chapter III).

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[5] The Maher Area encompasses the area of the City bayward of the high tide line where past industrial land uses and debris fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in local soils and groundwater.

Cultural Resources

If the Off-Site Alternative were implemented, the deteriorating Jail No. 3 building would be demolished, resulting in a significant impact to a potentially historic resource at the County Jail No 3/7 Complex.

None of the buildings on the six potential sites for the Off-Site Alternative locations are listed as significant or contributing buildings within the proposed Historic District of the South of Market Area[6] or as buildings of Architectural and/or Historical Merit.

Subsurface archaeological resources could be discovered during the excavation and pile driving that would be undertaken to construct the Off-Site Alternative. Historic resources could also be encountered in the areas to be excavated. Similar to the proposed project, potential damage or loss of archeological resources would be mitigated to a less-than-significant level with mitigation.

CONSISTENCY WITH PROJECT OBJECTIVES

To implement the Off-Site Alternative, two to three years would be necessary to acquire the property and relocate existing residences and businesses; and an additional three to four years would be necessary to construct the jail replacement facility. Therefore, the Off-Site Alternative would take two to three more years to complete than would the proposed project, and it would not meet the time frame for construction of a Jail No. 3 replacement facility expected in response to the Order of the United States District Court of the Northern District of California.

E. ALTERNATIVES CONSIDERED BUT REJECTED

In response to public comment letters on the Notice of Preparation of the EIR for the proposed project, two alternatives sites, Treasure Island Naval Station and Hunters Point Naval Ship Yard, were considered as alternative locations for the proposed project, but were rejected during the EIR scoping process. The following is a description of physical constraints, property ownership, availability of each site, and underlying factors for rejecting both sites as potential locations for the proposed project.

Alternatives to incarceration have not been analyzed since it is assumed that no major shift in legal or social policies concerning the treatment of criminals or in the trend of crime and sentencing would occur in the near future.

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[6] South of Market Area Plan, Department of City Planning, San Francisco Master Plan.

Treasure Island Naval Station[7]

Background

Treasure Island Naval Station is one of three military bases in San Francisco that was closed under the Base Closure Act of 1988 and the Defense Base Closure and Realignment Act of 1990. Federal policy requires that deposition and reuse of Treasure Island and Yerba Buena Island must follow several laws with respect to hazardous waste clean-up, property disposal, and coordination with local reuse plans.

Treasure Island Naval Station is composed of two islands, Treasure Island and Yerba Buena Island, which are accessible by the San Francisco/ Oakland Bay Bridge. Treasure Island, site of the 1939 World's Fair, is a relatively flat, 403-acre artificial island which was created by using non-engineered fill over shoal material. Yerba Buena Island is 108-acre natural island that varies in elevation from sea level to over 300 feet.

The United States Navy currently owns both Treasure Island and Yerba Buena Island. The two islands are involved in a lengthy planning process consisting of a Reuse Plan, Area Plan, and Redevelopment Plan under the direction of the San Francisco Planning Department and the Treasure Island Development Authority. Upon completion of the planning process, Treasure Island and portions of Yerba Buena Island will be transferred to and managed by the Treasure Island Development Authority. The City of San Francisco's Draft Treasure Island Reuse Plan is currently under environmental review. The Treasure Island and Yerba Buena Island Area Plan, which will include land use and development controls, is expected to be completed in 1998.

The Treasure Island Reuse Plan identifies a site for the Job Corps program, and also calls for the continued use of an elementary school and for expansion of sports fields and residences. The plan emphasizes visitor oriented recreational, educational, and entertainment uses as new activities on the Island, consistent with Public Trust requirements pursuant to the Burton Act of 1968.

The City is under contract with the Navy to provide caretaker activities at Treasure Island. Caretaker responsibilities include maintenance of the existing electrical, water, sewer and road facilities on the Island. The City has the ability to occupy buildings on a use-by-use basis to meet these caretaker obligations. Buildings currently occupied by the City are the fire station, fire training center, sewage treatment facility, and public works maintenance yard. These buildings are used to service the Island, and are consistent with the Navy's previous use of the buildings.

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[7] Information for the Treasure Island and Yerba Buena Island site alternative was obtained from the Treasure Island Reuse Plan Existing Conditions Report, Volumes 1 and 2, August 1995.

A reuse opportunity that exists at Treasure Island is converting the existing Naval Brig to a jail for use by the Sheriff's Department. The Brig, constructed in 1991 in the northeastern corner of the island, is a 25,110-square foot, two-story building on a 110,000-square foot (2.5 acres) site. The facility has a maximum rated capacity of 140 inmates, housed in six separate areas comprised of four dormitories and two cell areas, each of five cells. The facility needs life-safety, utility system, security system, and disability access improvements. Use of the Brig would augment prison capacity needs of the entire San Francisco County Jail System. The Brig is currently being renovated for future use as a jail by the Sheriff's Department.

Treasure Island consists of artificial lands created by using non-engineered fill over shoal material. The fill and underlying shoal material are susceptible to ground subsidence, lateral spreading, sand boils, ruptures and liquefaction, which are characteristic forms of ground failures associated with poorly engineered landfill. The underlying material can cause damage to utilities, buildings, and pile-supported buildings and roadways. The surface elevation of Treasure Island varies from 6.5 to 14.5 feet above sea level. The lower lying areas (those areas below 10 to 12 feet in elevation) are most susceptible to flooding. Specific design considerations for new buildings are required to address the existing soil instabilities and flooding potential.

Reasons for Rejection

Treasure Island is not a suitable location for the proposed project for the following reasons:

- The poor soil conditions and potential for flooding on the Island would require long-term studies and mitigation measures prior to construction of any building with several floors. The most logical location for the proposed project on the Island would be near the existing Naval Brig. Expanding the Brig to accommodate a low level, two-story set of buildings would require an additional eight to ten acres of land; relocating roads and underground utilities currently surrounding the Brig; and would potentially impact the adjacent sanitary treatment facility, administrative buildings, public works shops, and open space areas designated for toxic clean-up investigation. These changes would not be consistent with the Treasure Island Reuse Plan.

- The Naval Brig is a non-Public Trust use allowed to continue for the “useful life” of the building. New uses that are inconsistent with the Public Trust would not be allowed by the State Lands Commission.[8]

Hunters Point Naval Ship Yard[9]

Background

Hunters Point is one of three military bases in San Francisco that was closed under the Base Closure Act of 1988 and the Defense Base Closure and Realignment Act of 1990. Federal policy requires that deposition and reuse of Hunters Point Naval Ship Yard must follow several laws with respect to hazardous materials clean-up, property disposal, and coordination with local reuse plans. Hunters Point has a long maritime history, dating back to the 1850's. In 1939, the U.S. Navy purchased Hunters Point. From 1945 to 1974, Hunters Point was an active U.S. Naval Ship Yard. From 1976 to 1986, the Ship Yard was leased to the Triple A Machine Shop, which subleased many buildings to small businesses and artisans. The Navy resumed ship repair in 1986 until 1991, when legislation directed closure of the Ship Yard. Subsequent legislation closed the remainder of the base and authorized the transfer of the site to the City and County of San Francisco.

The Hunters Point Naval Ship Yard covers about 520 acres of dry land and 445 acres of submerged land. The Ship Yard has been an active major ship repair and construction facility since the 1850's, with the first dry dock constructed in 1868. The Navy operated the Ship Yard from the late 1930's to the late 1970's; activities included ship fabricating and maintenance, testing, and fuel storage. These uses have involved handling and disposal of hazardous wastes. The site was placed on the Superfund listing by the U.S. Environmental Protection Agency (EPA) in 1989, and an Installation Restoration Program was initiated in 1991 to resolve the hazardous waste issues at the site.

To address the issue of hazardous waste clean-up at Hunters Point, the 520 acres of dry land have been divided into five parcels that will be released over time from the Navy to the San Francisco Redevelopment Agency. Parcels A and B have limited hazardous waste clean-up issues. Parcels C, D, and E have large and more difficult hazardous waste issues. A sixth parcel, Parcel F, has been identified to evaluate hazardous waste issues in offshore areas. Each parcel will be treated as an individual unit for the purposes of investigation and clean-up. After each parcel is remediated, a Record of Decision will be completed by the lead regulatory agency and a property transfer may occur.

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[8] Assembly Bill No. 699, Chapter 898, Section 2(3), (Midgen), Redevelopment: Treasure Island Conversion Act of 1997.

[9] Information on Hunters Point Naval Shipyard was obtained from the Hunters Point Former Naval Shipyard Draft EIS/EIR, Volumes 1 and 2, August 1997.

Hunters Point Naval Ship Yard has several buildings, including those occupied by housing and leased commercial businesses. The Draft Hunters Point Ship Yard Reuse Plan and the Hunters Point Redevelopment Plan (adopted in July 1997) call for residential, industrial, research and development, mixed use, open space, and educational and cultural development on the property. Each of the five dry land parcels scheduled for clean-up and transfer will support one of these land uses. Based on the level of hazardous waste contamination in the soil or buildings, Parcels A and B are considered the cleanest parcels and will support residential and mixed use retail/residential service. Parcels C, D, and E, which have more difficult clean-up issues, are proposed for research and development, educational, and cultural activities. Hazardous waste clean-up and disposal of all the parcels is anticipated to take longer than five years.

After completion of the land use planning and site clean-up, the Hunters Point Naval Ship Yard will be under the control of the San Francisco Redevelopment Agency. The Redevelopment Agency is responsible for development of Hunters Point under the State of California Redevelopment Law.

The Redevelopment Agency has designated Hunters Point Naval Ship Yard as a Redevelopment Area. Redevelopment Areas are designated to address issues of blight within cities. Areas are considered blighted if the land is under-developed; undeveloped; or lacking in proper utilities, roads, access, or other public amenities. Redevelopment Plans are developed to encourage projects that generate economic development, in the form of property taxes, to pay the cost of installing public amenities and to support affordable housing programs.

The Hunters Point earthquake fault zone extends southeast from Hunters Point toward the east end of the San Mateo/Hayward Bridge. The geology of the Hunters Point Naval Ship Yard area consists of a combination rock formation at higher site elevations surrounded by unconsolidated fill to the edge of the San Francisco Bay. Ground shaking, liquefaction, and subsidence are all characteristic forms of ground failures associated with poorly engineered landfill.

The water supply, sanitary sewer, and storm sewer at Hunters Point[10] could not support intensive additional development without improvements. Sections of water supply pipeline have been replaced due to corrosion and breaks. The pipelines in the waterfront area are in fair to poor condition due to corrosion. Sufficient capacity exists to meet existing demands for the main yard and waterfront areas. However, water pressure is insufficient for fire fighting requirements at the higher elevations. Improvements to the water mains, valves, and water storage tank are necessary to address fire supply demands. The sanitary sewer system is in poor condition due to uneven settlement and wet weather infiltration from broken pipelines and cross connections. The storm sewer system has corroded and broken joints and pipelines and leaking manhole walls.

Reasons for Rejection

The Hunters Point Naval Ship Yard area is not a suitable location for the proposed project for the following reasons:

- Based on land use considerations proposed in the Draft Hunters Point Ship Yard Redevelopment Plan, Parcels C, D, and E would be the most suitable sites for the proposed replacement of Jail No. 3. Hazardous waste clean-up has not been completed at these sites and would take too much time relative to the time frame for construction of the Jail No. 3 replacement facility expected in response to the Order of the United States District Court for the Northern District of California.

- Portions of Hunters Point Naval Ship Yard need improvements to the water supply, sanitary sewer, and storm drain systems to support large scale development. Extensive site reports would be necessary to determine the extent of utilities improvements needed.

- Hazardous waste clean-up and utilities improvements would take too much time relative to the time frame for construction of the Jail No. 3 replacement facility expected in response to the Order of the United States District Court for the Northern District of California.

- The City of San Francisco is sensitive to the issue of environmental justice (equitable distribution of adverse environmental impacts of projects between minority and non-minority populations, and between low-income and moderate-income or high-income populations) and would hesitate to locate the County Jail No. 3 replacement facility in the Bay View-Hunters

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[10] Utility information was obtained from the Hunters Point Shipyard Land Use Plan, Existing Conditions Report, February 1994.

Point neighborhood, which contains a relatively high share of minority and low-income populations.

VI. Persons Consulted and EIR Authors

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VII. Draft EIR Distribution List

The list of property owners within a three hundred-foot radius of the County Jail No.3/7 Complex are on file at the City and County of San Francisco Planning Department, 1660 Mission Street, San Francisco.

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NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: September 27, 1997

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street - 5th Floor, San Francisco, CA 94103-2414

Agency Contact Person: Lisa D. Posternak **Telephone**: (415) 558-6384

Project Title: 97.368E: County Jail No. 3 Replacement Project

Project Sponsor: San Francisco Sheriff's Department
Sponsor Contact Person: Lieutenant Michael La Vigne
Project Manager: San Francisco Public Works Department
Manager Contact Person: Tara Lamont

Project Address: 1 Moreland Drive
Assessor's Block(s) and Lot(s): 017-530-010
City and County: the project site is under the ownership and jurisdiction of San Francisco County, but lies within the geographical boundaries of San Mateo County

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Project Description: The proposed project involves replacing components of the existing San Francisco County Jail No. 3 / 7 Complex, particularly the County Jail No. 3 building and operations. The existing County Jail No. 3 / 7 Complex is located on 158 acres of land owned by the City and County of San Francisco in unincorporated San Mateo County, adjoining the City of San Bruno to the east, the City of Pacifica to the west, Skyline College to the north, and San Francisco's Crystal Springs Reservoir to the south. The project mainly involves replacing the County Jail No. 3 building, which contains men's housing, outdoor exercise yards, kitchen, laundry, medical/dental clinic, and administrative operations, with an Administrative/Services Building and two Housing Buildings. The construction site for the new Administrative/Services Building and Housing Buildings is adjacent to and about 200 feet east of the existing Jail No. 3 building. The project also involves replacing and upgrading other facilities of the County Jail No. 3 / 7 Complex, including a new Vehicle Shop and General Storage Facility, new parking lots, new and upgraded internal access roads, new electrical service and emergency generator, and water and sanitary sewer infrastructure improvements. The proposed project would be conducted in three phases - constructing and starting operation of the jail replacement facilities, moving the inmates in the existing Jail No. 3 building to the new Housing Buildings, and demolishing the existing Jail No. 3 building. The existing shooting range at the County Jail No. 3 / 7 Complex will be relocated to a site at the San Francisco International Airport prior to construction of the jail replacement facilities. Relocation of the shooting range is *not* part of the proposed County Jail No. 3 Replacement Project.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).

Deadline for Filing of an Appeal to the City Planning Commission of this Determination that an EIR is required is October 17, 1997. An appeal requires: 1) a letter specifying the grounds for the appeal, and 2) a $209.00 filing fee.

HILLARY E. GITELMAN
Environmental Review Officer

INITIAL STUDY
County Jail No. 3 Replacement Project

I. PROJECT BACKGROUND / DESCRIPTION

The proposed County Jail No. 3 replacement Project involves replacing components of the existing San Francisco County Jail No. 3 / 7 Complex on the same site. The County Jail No. 3 / 7 Complex is located on 158 acres of land owned by the City and County of San Francisco in unincorporated San Mateo County, adjoining the City of San Bruno to the east, City of Pacifica to the west, Skyline College to the north, and San Francisco's Crystal Springs Reservoir to the south. It includes two jails - County Jail No. 3 and County Jail No. 7, Learning Center, storage buildings, farming and horticultural buildings, parking areas, shooting range, water storage tank, utility lines, and roads. Figure 1 shows the location of the project site. Figure 2 shows the existing buildings and facilities on the site.

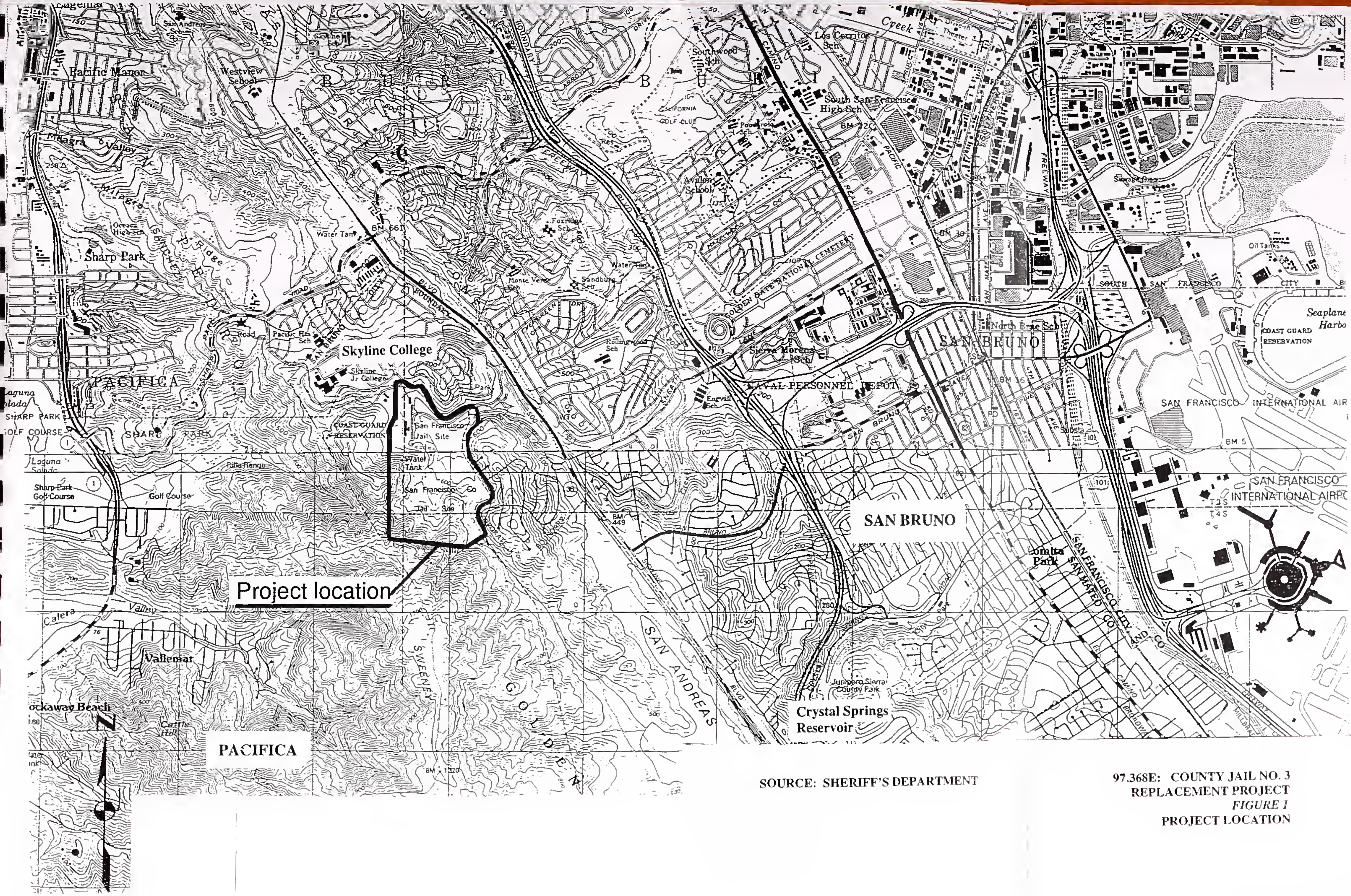
The proposed project mainly involves replacing the existing County Jail No. 3 building, which contains men's housing, outdoor exercise yards, kitchen, laundry, medical/dental clinic, and administrative operations, with an Administrative/Services Building and two Housing Buildings. The project also involves replacing and upgrading other facilities of the County Jail No. 3 / 7 Complex and includes a new Vehicle Shop and General Storage Facility, new parking lots, new and upgraded roads, new electrical service and an emergency generator, and water and sanitary sewer infrastructure improvements. The construction site for the new Administrative/Services Building and Housing Buildings is adjacent to and about 200 feet east of the existing Jail No. 3 building.

The existing shooting range at the County Jail No. 3 / 7 Complex will be relocated to a site at the San Francisco International Airport prior to construction of the jail replacement facilities. Relocation of the shooting range is *not* part of the proposed County Jail No. 3 Replacement Project.

Project Goals

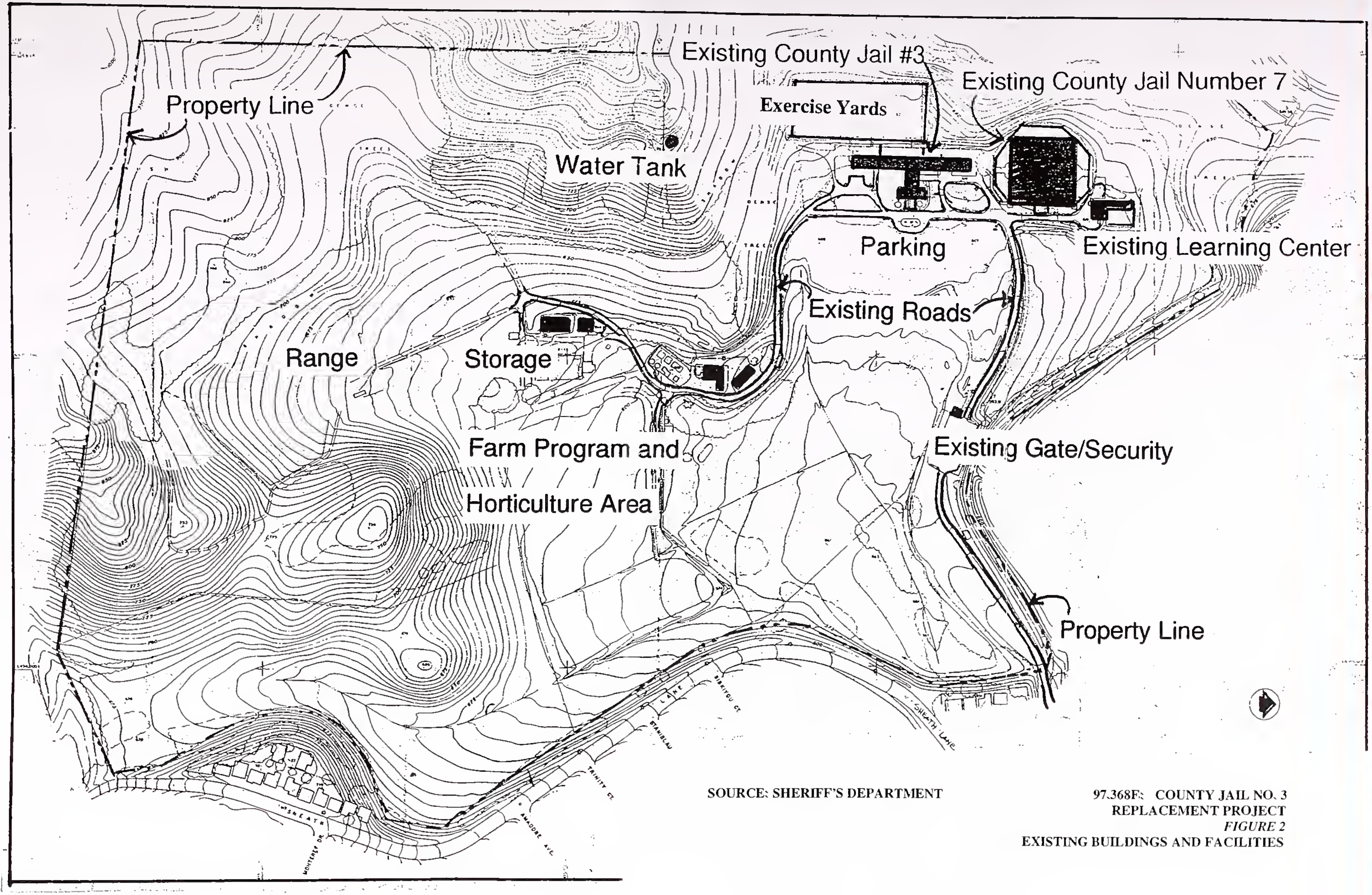
The City and County of San Francisco has operated a jail facility on the project site since 1932, when County Jail No. 3 (Jail No. 3) was completed. Jail No. 3 is the oldest continuously operating jail in California. The San Francisco Sheriff's Department wishes to replace Jail No. 3 due to its age, state of deterioration, staff inefficiencies related to design, incompatibility of design with current program and service level requirements of a modern correctional institution, seismic safety, high cost of upgrading, and a pending class action law suit in the United States District Court for the Northern District of California regarding facility conditions.

Specific goals of the proposed County Jail No. 3 Replacement Project are: 1) to replace, on the site of the existing County Jail No. 3/7 Complex, the dilapidated and unsafe housing and administrative functions in Jail No. 3; 2) to comply as soon as possible, and in the most efficient and cost-effective way, with the order of the United States District Court for the Northern District of California directing the City of San Francisco to submit a plan to remedy constitutional defects in Jail No. 3, including those related to seismic and fire safety; 3) to prevent the possible loss of life and harm to inmates housed in Jail No. 3 by constructing a new, safe facility on the same site as soon as possible; 4) to expand the laundry and kitchen operations in Jail No. 3 to serve the entire City and County of San Francisco Jail System; 5) to formalize and upgrade parking areas, roads, and other activity areas of the County Jail No. 3 / 7 Complex; and 6) to maintain the existing administrative, kitchen, laundry, and heating operations in Jail No. 3 for County Jails No. 3 and No. 7 during project construction.



SOURCE: SHERIFF'S DEPARTMENT

97.368E: COUNTY JAIL NO. 3
REPLACEMENT PROJECT
FIGURE 1
PROJECT LOCATION



SOURCE: SHERIFF'S DEPARTMENT

97.368F: COUNTY JAIL NO. 3
REPLACEMENT PROJECT
FIGURE 2
EXISTING BUILDINGS AND FACILITIES

Proposed Project

Overview

The proposed County Jail No. 3 replacement Project mainly involves replacing the existing County Jail No. 3 building with an Administrative/Services Building and two Housing Buildings. The project also involves replacing and upgrading other facilities of the County Jail No. 3 / 7 Complex and includes a new Vehicle Shop and General Storage Facility, new water storage tank, new parking lots, new and upgraded roads, new electrical service and an emergency generator, and water and sanitary sewer infrastructure improvements. Approval and implementation of a financing mechanism for constructing the jail replacement facilities and approvals and permits from federal, state, and local agencies are additional components of the proposed project.

The proposed project would replace the men's housing in existing Jail No. 3 with two new Housing Buildings. The new housing buildings would have a total of 384 cells that could accommodate a maximum of 768 inmates. Existing Jail No. 3, which has 464 cells and two 50-bed dormitories and could accommodate a maximum of 554 inmates, has historically accommodated a maximum of about 800 inmates and an average of about 750 inmates from 1987-1997 (Inter-Office Correspondence from San Francisco Sheriff's Department to San Francisco Public Works Department, August 14, 1997). Exceedance of capacity and the deteriorated conditions in the Jail No. 3 building are some of the issues associated with the class action lawsuit. The population in Jail No. 3 was recently reduced to about 400 inmates due to concerns regarding the building's state of deterioration and inefficiencies and the class action lawsuit (personal communication, San Francisco Sheriff's Department). While the new Housing Buildings would accommodate an inmate population about 40 percent greater than that of existing Jail No. 3, the historic average population in Jail No. 3 is similar to the potential future population in the new Housing Buildings.

Table 1 compares the number of cells, rated capacity (maximum potential occupancy by inmates) and maximum inmate populations (past or potential future) in existing Jails No. 3 and 7 and the proposed new Housing Buildings. It is noted that the number of inmates housed in any jail is determined by societal conditions (e.g., crime and incarceration rates) as well as physical constraints (e.g., jail capacity and building conditions). In jails that house a relatively large inmate population awaiting trial (i.e., pretrial), such as existing Jail No. 3 and the proposed jail replacement facilities, the efficiency of processing inmates for trial also affects the inmate population. Thus, the inmate population in existing Jail No. 3 has tended to fluctuate, and the population in the new Housing Buildings is expected to do likewise.

TABLE 1. Building Capacities and Inmate Populations at County Jail No. 3 / 7 Complex.

Facility	Number Of Cells	Rated Capacity	Maximum Inmate Population
Existing Jail No. 3	464 + two 50-bed dormitories	554*	750**
Proposed Jail No. 3 (Housing Buildings)	384	768	768***
Existing Jail No. 7	six 50-bed dormitories	300	350**

* rated capacity determined in 1950s, about 20 years after Jail No. 3 building was constructed and operational

** average inmate population in past (i.e., greater than rated capacity)

*** maximum potential inmate population in future based on rated capacity; actual occupancy will fluctuate depending on crime and incarceration rates and efficiency of processing inmates for trial

Construction of the proposed project would be conducted in phases to meet the project goals. As Jail No. 3 provides kitchen, laundry, and heating functions for the entire County Jail No. 3 / 7 Complex in addition to men's housing, the project goals include continuing to provide services to Jails No. 3 and No. 7 while replacing Jail No. 3. The proposed project would be conducted in three phases. Phase I would involve constructing and starting operation of the Jail No. 3 replacement facilities. Phase II would involve moving the inmates in the existing Jail No. 3 building to the new Housing Buildings. Phase III would involve demolishing the existing Jail No. 3 building.

Existing County Jail No. 3 / 7 Complex Facilities and Operations Proposed for Replacement or Improvement

Figure 2 shows the location of the existing County Jails No. 3 and No. 7, Learning Center, storage buildings, buildings associated with farming and horticultural activities, shooting range, water tank, and roads on the project site.

Jail No. 3

Jail No. 3, in the northwestern portion of the project site, is about 85 feet high at the highest point (the housing section) and contains men's housing (464 cells and two 50-bed dormitories with a rated capacity of 554 inmates), administrative operations, medical and dental facilities, kitchen, laundry, and other facilities and operations listed below, some of which serve the entire County Jail No. 3 / 7 Complex. The administrative operations area includes spaces for a lobby, inmate intake, attorney and public visiting areas, staff offices and dining room, classrooms, print shop, and chapel.

1. Men's Housing
2. Administrative Operations Area
3. Medical Clinic

4. Mechanical and Electrical Spaces (heating, venting, and air conditioning systems and elevator equipment)
5. Storage and Maintenance Rooms
6. Outdoor Exercise Yards

facilities that serve entire County Jail No. 3 / 7 Complex

7. Kitchen
8. Laundry
9. Dental Clinic
10. Mechanical and Electrical Spaces (boiler plant and electrical and central telephone services)
11. Outdoor Electrical Equipment

Storage Buildings

Two storage buildings are north of the shooting range and west of the farming and horticultural buildings and grounds, in the center of the project site. One building is used for storing inmate records, materials and supplies, and small equipment; the other building is used for storing two transport buses.

Roads

A single-lane main access road connects with Moreland Drive near the northeastern boundary of the property line, heads west to the general area of existing Jails No. 3 and No. 7 and the Learning Center, south along the eastern side of Jail No. 3, southeast to the farming and horticultural buildings, and then southeast to the storage buildings and shooting range. A secondary access road from the Learning Center heads north to a maintenance road on Skyline College property. The main access road is paved up to the farming and horticultural buildings, and the secondary access road is unpaved.

Parking Lots

The County Jail No. 3 / 7 Complex contains four parking lots - three lots for staff and one lot for visitors. Two parking lots for staff are east of Jail No. 3, an unpaved lot on the eastern side and a paved lot on the western side of the main access road where it heads southeast to the farming and horticultural buildings. One unpaved parking lot for staff is west of the Learning Center. One paved parking lot for visitors is east of the entrance gate where Moreland Drive connects with the main access road.

Utility Systems

The San Andreas Reservoir is the primary source of water for the County Jail No. 3 / 7 Complex. Water is pumped from the reservoir about 2.5 miles to the northwest, through the southern section of the project site, to the water storage tank south of Jail No. 3 in the center of the western portion of the project site. The water storage tank provides water supply and pressure for daily peak demands and fire fighting for the entire County Jail No. 3 / 7 Complex and Pacifica's Sharp Park Golf Course, and is used as an emergency water source for Skyline College. It has a capacity of about 230,300 gallons. A water line runs from the water storage tank northeast across the project site to Jails No. 3 and No. 7. The City of San Bruno water system is the back-up source of water for the County Jail No. 3 / 7 Complex, and must be manually connected to the water line from the water storage tank in order to serve the complex.

A gravity flow sanitary sewer line east of Jails No. 3 and No. 7 and the Learning Center runs to an on-site sewage pump station, where two force main lines run east and then head north along the eastern edge of the property, where they connect to a main gravity flow line that runs north to the Daly City Sewage Treatment Plant.

A PG&E natural gas line enters the eastern side of the project site, runs west in a utility easement along the fields near the farming and horticultural buildings, then turns north and runs in the utility easement along the portion of the main access road just east of Jails No. 3 and No. 7.

The electrical and telephone lines run on utility poles along the same utility easement as does the natural gas line. The electrical line runs to a main transformer west of Jail No. 3. The telephone line runs to a main terminal board in Jail No. 3.

Other Existing County Jail No. 3 / 7 Complex Facilities and Operations

County Jail No. 7

County Jail No. 7 (Jail No. 7), constructed in 1988 north of Jail No. 3 in the northwest corner of the site, contains men's housing (six 50-bed dormitories with a rated capacity of 300 inmates).

Learning Center

North of Jail No. 7 in the northwestern corner of the site, the Learning Center is the former women's housing facility, currently being remodeled to provide space for inmate educational and counseling programs and administration and operations. Remodeling of the Learning Center will be completed by the end of 1997.

Farming and Horticultural Buildings and Fields

The farming and horticultural buildings are in the center of the project site, southeast of Jail No. 3 and north of the storage buildings. They consist of a barn constructed in 1932 used for horticultural classes and storing and maintaining farm equipment, another building used for storing equipment, and two abandoned buildings and paddocks previously used for housing and caring for large farm animals. Farming generally occurs in the fields east of these buildings.

Shooting Range

The shooting range, south of the storage buildings in the southern portion of the project site, is used to train and qualify Sheriff's Department personnel in the use of firearms. It includes secure storage for weapons and ammunition, targets, firearm cleaning and repair equipment, and classroom and administrative spaces. It also includes a firearms discharge area, consisting of 24 firing lanes with target rotation mechanisms and a shotgun firing area.

The shooting range will be relocated to a site at the San Francisco International Airport prior to construction of the jail replacement facilities. Relocation of the shooting range is *not* part of the proposed County Jail No. 3 Replacement Project.

Proposed County Jail No. 3 / 7 Complex Facilities and Operations

The proposed jail replacement facilities include two Housing Buildings, Administrative/Services Building, Vehicle Shop and General Storage Facility, new parking lots, new and upgraded roads, new electrical service and an emergency generator, and water and sanitary sewer infrastructure improvements. The construction site for the new Administrative/Services Building and Housing Buildings is adjacent to and about 200 feet east of the existing County Jail No. 3 building. Figure 3 shows buildings and facilities proposed on the project site.

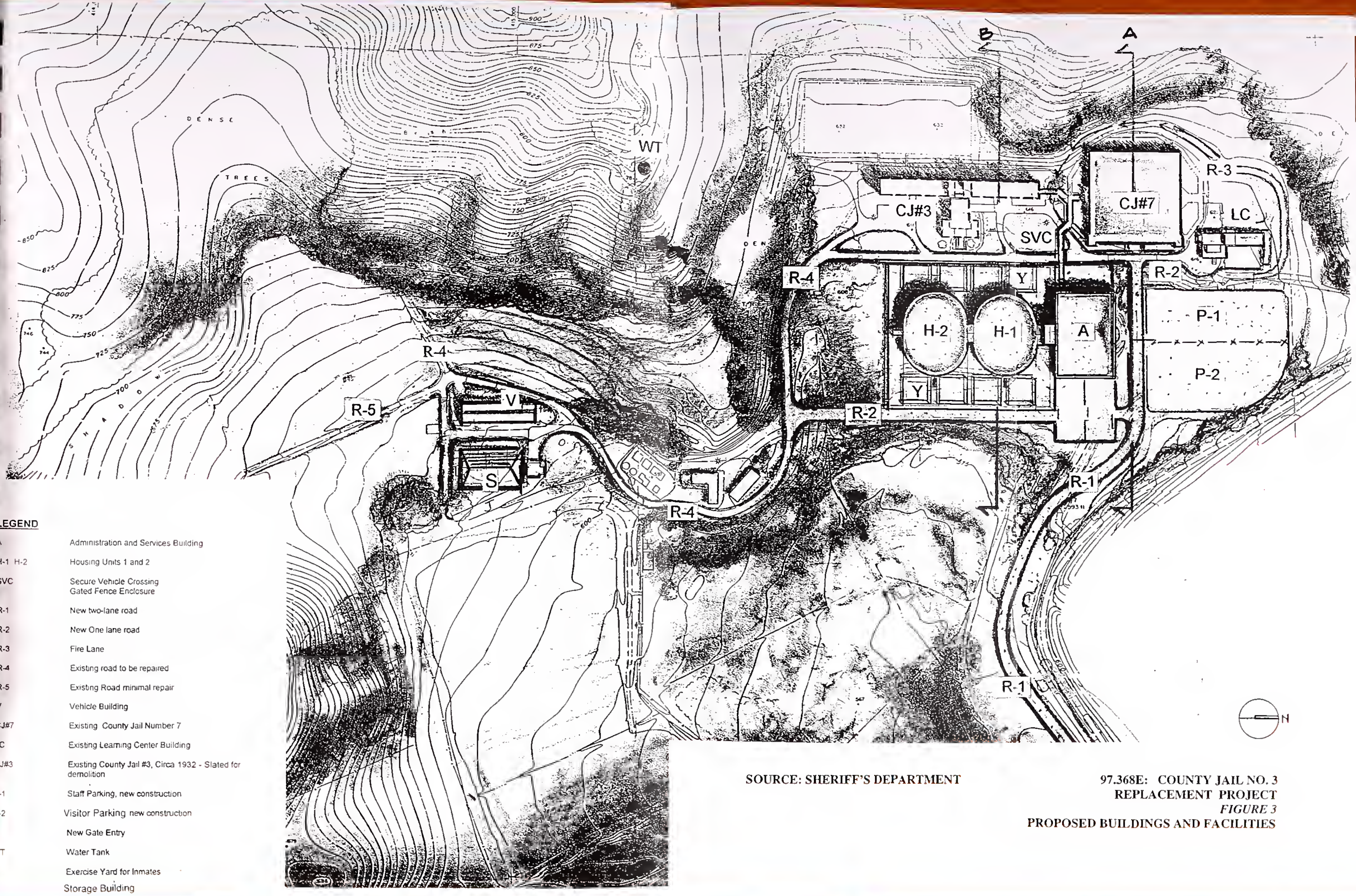
Jail No. 3

Housing Buildings - Buildings H-1 and H-2: A total of 384 cells with a total rated capacity of 768 inmates would be contained in two identical housing buildings east of existing Jail No. 3 and south of the new Administrative/Services Building. Figure 4 includes a site section showing the proposed Housing Buildings relative to existing Jail No. 3. Each building would consist of four pods (modular housing units), each pod with 48 cells, stacked in two levels. Each pod would be laid out in a double tiered semi-circle of 180 degrees for maximum visibility by deputy sheriffs. Each pod would contain multipurpose space for educational and religious programs, non-contact visiting areas, housekeeping facilities, a day room for deputy sheriffs, and a control room. The day room would include a deputy station, pantry, laundry area, and exercise equipment.

Each Housing Building would have a rectangular footprint of about 160-200 feet long (north to south) by about 190 - 230 feet wide (east to west), be about 55 to 65 feet high at the parapet, and contain another 10-15 feet of mechanical equipment and associated screening on the roof. Figure 5 is a sketch of the proposed buildings.

Secured, paved exercise yards, one per pod, would lie exterior to or on the roof of each housing building, in groups of at least two yards to maximize surveillance. Each exercise yard would occupy a rectangular area of about 4,000 square feet; be delineated by security walls; and contain gun towers, exterior lighting, communications facilities, and toilets.

Administrative / Services Building - Building A. The Administrative/Services Building of about 90,000 square feet would be located just north of the new Housing Buildings. Figure 4 includes a site section showing the proposed Administrative/Services Building relative to existing Jail No. 3. The Administrative/Services Building would have a rectangular footprint about 130 - 170 feet long (north to south) by about 180 - 220 feet wide (east to west). It would be two to three stories, about 30 - 40 feet high at the parapet, and contain another 10 - 15 feet of mechanical equipment and associated screening on the roof. The building would be connected to the Housing Buildings by a hallway connector structure that contains four elevator towers about 65 - 75 feet high. Figure 5 is a sketch of the proposed building. The building would contain administrative operations, medical/dental spaces, kitchen, laundry, classrooms, library and other facilities and operations listed below, some of which would serve the entire City and County of San Francisco Jail System of about 2,500 inmates.

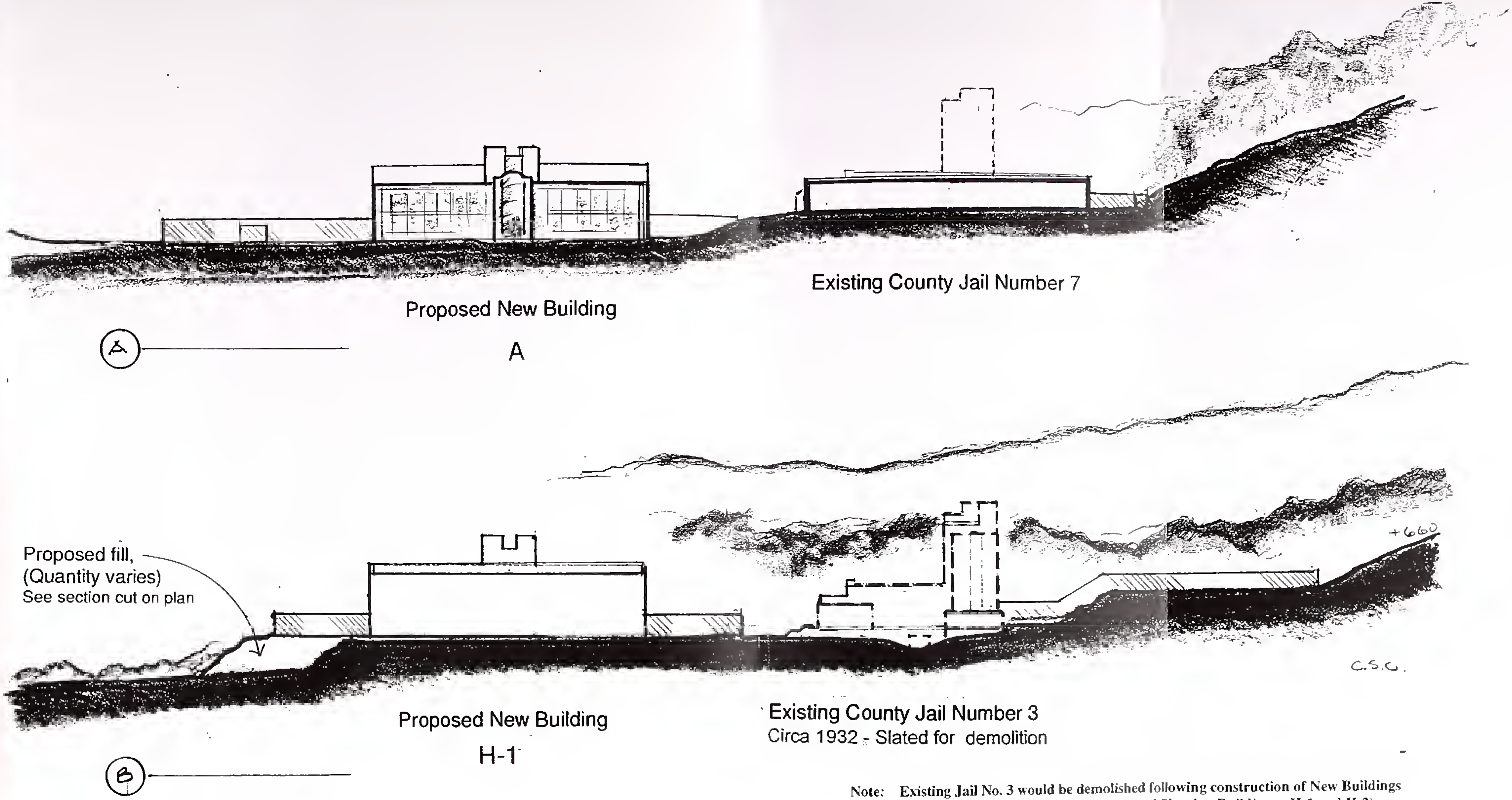


LEGEND

A	Administration and Services Building
H-1 H-2	Housing Units 1 and 2
SVC	Secure Vehicle Crossing Gated Fence Enclosure
R-1	New two-lane road
R-2	New One lane road
R-3	Fire Lane
R-4	Existing road to be repaired
R-5	Existing Road minimal repair
V	Vehicle Building
CJ#7	Existing County Jail Number 7
LC	Existing Learning Center Building
CJ#3	Existing County Jail #3, Circa 1932 - Slated for demolition
P-1	Staff Parking, new construction
P-2	Visitor Parking new construction
G	New Gate Entry
WT	Water Tank
Y	Exercise Yard for Inmates
S	Storage Building

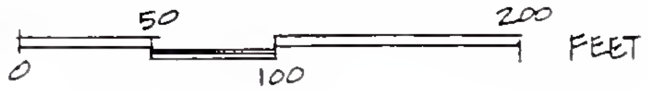
SOURCE: SHERIFF'S DEPARTMENT

97.368E: COUNTY JAIL NO. 3
REPLACEMENT PROJECT
FIGURE 3
PROPOSED BUILDINGS AND FACILITIES



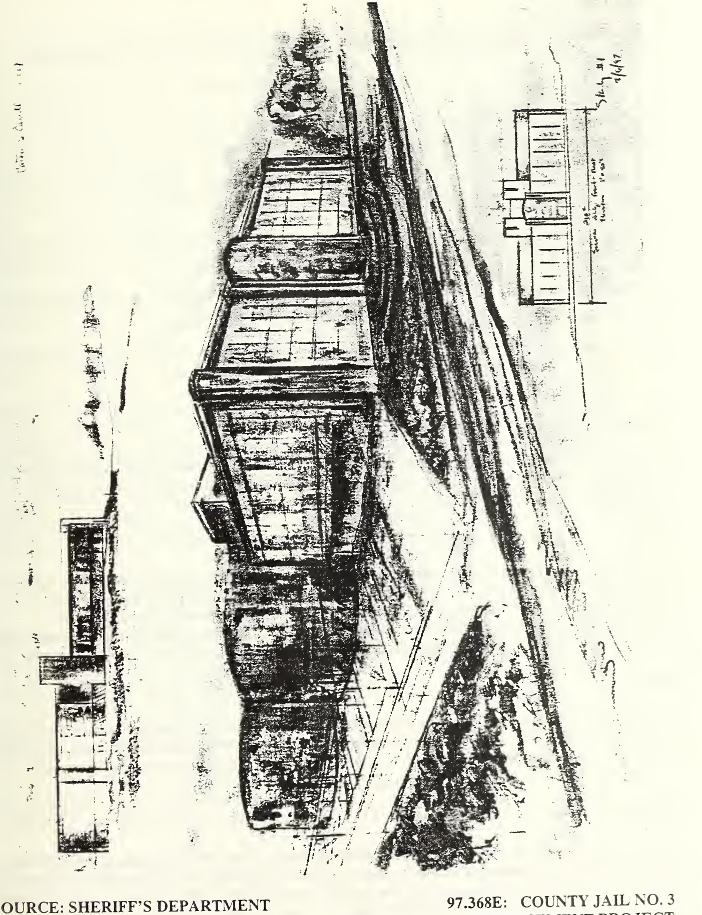
Note: Existing Jail No. 3 would be demolished following construction of New Buildings (Administrative/Services Building - A and Housing Buildings - H-1 and H-2)

Site Sections



SOURCE: SHERIFF'S DEPARTMENT

97.368E: COUNTY JAIL NO. 3
REPLACEMENT PROJECT
FIGURE 4
SITE SECTIONS



SOURCE: SHERIFF'S DEPARTMENT

97.368E: COUNTY JAIL NO. 3
REPLACEMENT PROJECT
FIGURE 5
PROPOSED ADMINISTRATIVE/SERVICES
AND HOUSING BUILDINGS

facilities that would serve entire County Jail No. 3 / 7 Complex

1. Lobby
2. Inmate Intake Area
3. Attorney Visiting Area
4. Administrative Offices and Support Area
5. Staff Dining, Exercise, and Locker Rooms
6. Medical / Dental Bays
7. Four Classrooms
8. Law Library
9. Two Arraignment Rooms
10. Communications Room
11. Central Control Area
12. Central Heating Plant

facilities that would serve entire City and County of San Francisco Jail System

13. Kitchen
14. Bakery
15. Laundry

Vehicle Shop and General Storage Facility - Building V

The Vehicle Shop and General Storage Facility would be located in the area of the two existing storage buildings on the project site and include three warehouses totaling 24,000 square feet for storing and maintaining vehicles.

Roads

The existing main access road on the project site would be partially realigned and widened from one to two lanes; portions of this road would be repaved. A new secondary access road from the new Administrative/Services Building to the new Vehicle Shop and General Storage Facility would be constructed. A new fire lane would be constructed east of Jail No. 7 and the Learning Center. Some existing interior access roads would be repaved or repaired.

Parking Lots

All of the existing staff and visitor parking lots would be removed. Two new segregated standard parking lots for staff and visitors would be constructed, generally near the Administrative/Services Building and Jail No. 7. The staff lot would accommodate about 200 cars on an area of about 64,000 square feet. The visitor lot would accommodate about 50 cars on an area of about 16,000 square feet.

Utility Systems

A new gravity feed main sewer line would be constructed. The existing water system would be replaced, including construction of a new water storage tank to replace the existing water storage tank at its current location, and constructing water lines to the new buildings and facilities. A new system for delivering water to the project site may be developed and constructed. New electrical service and an emergency generator would be installed.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the potential effects on the environment of the proposed San Francisco County Jail No. 3 Replacement Project and identifies some project-specific impacts that are potentially significant. Therefore, an EIR will be prepared to analyze these areas of impact in greater detail and recommend appropriate mitigation measures. The following is a summary list of the areas of potentially significant environmental impacts that will be analyzed in the EIR.

Transportation/Circulation: constructing and operating the jail replacement facilities could generate additional traffic and impact traffic Levels of Service of intersections in the project area

Utilities/Public Services: operating the jail replacement facilities could increase demand for police and fire protection, electric, and natural gas services and on water and sanitary sewer systems

Biological Resources: constructing the proposed project could result in the loss or degradation of wetland habitat and habitat for rare, threatened, or endangered plant and animal species

Hazards: constructing the proposed project (which includes demolishing the existing County Jail No. 3 building) could result in the release and disposal of hazardous materials, including pollutants in contaminated soils; and operating the proposed project could involve use and disposal of hazardous materials associated with maintaining vehicles and operating the laundry and other facilities

Cultural Resources: constructing the proposed project would involve demolishing the existing County Jail No. 3 building, which could be a significant historic resource; excavation and grading on the project site could result in removal and degradation of archaeological remains on the site

B. EFFECTS FOUND TO BE NOT SIGNIFICANT

The following environmental impacts were determined either to be non-significant or to be mitigated to a less than significant level through measures incorporated into the proposed project. These areas of environmental impact are discussed in the following Environmental Evaluation Checklist and Discussion. Some of these areas of impact will be discussed further in the EIR for informational purposes.

Land Use: the proposed project would replace and reorganize existing uses on an existing jail site and would not disrupt or divide the physical arrangement of an established community or have a substantial impact on the existing character of the project vicinity

Visual Quality: the jail replacement facilities would not have a substantial negative aesthetic effect, substantially degrade or obstruct any scenic view or vista, or generate obtrusive light or glare

Population: the proposed project would not result in a substantial increase in population on the project site, displace existing housing or commercial businesses, or create a substantial demand for additional housing

Transportation/Circulation: constructing and operating the jail replacement facilities would not cause a substantial increase in transit or parking demand

Noise: constructing and operating the jail replacement facilities would not result in a substantial increase in ambient noise levels on the project site or adjacent properties

Air Quality/Climate: constructing and operating the proposed project (which includes demolishing the existing County Jail No. 3 building) would not generate substantial air pollutants or violate any ambient air quality standard for the project area; operating the jail replacement facilities would not generate objectionable odors that permeate the project vicinity; the proposed project would not be of a size or type that would substantially alter wind, moisture, or temperature in the project area

Utilities/Public Services: operating the jail replacement facilities would not substantially increase demand for solid waste collection and disposal services, schools, telephone service, or recreational facilities

Biology: constructing the proposed project would not involve removing substantial numbers of mature, scenic trees

Geology/Topography: constructing and operating the jail replacement facilities would not substantially change the topography of the project site or expose people or structures to major geologic hazards

Water: constructing and operating the jail replacement facilities would not substantially degrade water quality on or near the project site; degrade or deplete groundwater resources or interfere substantially with groundwater recharge; or cause substantial flooding, erosion, or siltation

Energy/Natural Resources: operating the jail replacement facilities would not involve the use of large amounts or wasteful use of fuel, water, or energy; or have a substantial effect on the use or extraction of natural resources

Cultural Resources: the proposed project would not conflict with recreational, educational, or scientific uses of the project area, or with the preservation of buildings subject to Articles 10 or 11 of the San Francisco Planning Code

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Not Applicable	Discussed
1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_	X
*2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_	X

The project site is Parcel 017-530-010 of the San Mateo County Assessor's Role and covers 158 acres. It is in the "Resource Management" (RM) Zoning District of San Mateo County. The San Mateo County

General Plan Land Use Designations for the parcels are "Institutional" and "Public Recreation". While the proposed San Francisco County Jail No. 3 Replacement Project does not substantially conflict with the existing zoning or land use designation for the project site, the EIR will further discuss this subject. In addition, the EIR will address whether the proposed project conflicts with the goals, objectives, policies, and plans of the City and County of San Francisco, County of San Mateo, Cities of San Bruno and Pacifica, and other public agencies, as appropriate.

B. ENVIRONMENTAL EFFECTS

(* = derived from State EIR Guidelines, Appendix G, normally significant effect)

Could the project:

1) **Land Use**	**YES**	**NO**	**DISCUSSED**
*(a) Disrupt or divide the physical arrangement of an established community?	_	X	X
*(b) Have any substantial impact upon the existing character of the vicinity?	_	X	X

Since the proposed project involves replacing the existing Jail No. 3 facilities within the boundary of the existing County Jail No. 3 / 7 Complex, it would not disrupt or divide the physical arrangement of the western San Bruno or San Mateo County communities or have a substantial impact on the existing character of the project site and vicinity. However, as the proposed project would intensify some existing uses and developed area on the project site, the EIR will further discuss potential impacts of the proposed project on the character of the project site and vicinity.

2) **Visual Quality**	**YES**	**NO**	**DISCUSSED**
*(a) Have a substantial, demonstrable negative aesthetic effect?	_	X	X
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_	X	X
(c) Generate obtrusive light or glare substantially impacting other properties?	_	X	X

The proposed project would not have a substantial negative aesthetic effect or substantially degrade or obstruct any scenic view or vista observed from public areas because the project site is already used for jail facilities, the existing views to the site are of jail facilities, and the proposed project involves mainly replacing existing jail facilities. Furthermore, while the proposed project would increase the developed area on the project site because it would involve constructing a new Administrative/Services Building, two Housing Buildings, Vehicle Shop and General Storage Facility, water storage tank, roads, and parking lots, the developed area on the site would only increase by about 2.7 acres (taking into account areas of the site that would be uncovered after buildings and facilities are removed), from about 7.6 acres to about 10.3 acres. This increase in developed area on the site would represent an increase of only about 1.7 percent of the total area of the site, from about 4.8 percent to about 6.5 percent of the 158-acre site. In addition, the new Administrative/Services Building and Housing Buildings would be about 10 - 20 and 20 - 30 feet lower, respectively, than the highest point of the existing Jail No. 3 building. Therefore, viewers of the project site would see a relatively small increase in developed area and lower structures on the site. Although the proposed project would not have a substantial negative aesthetic effect, the EIR will present a photosimulation of the proposed Administrative/Services Building and Housing Buildings and describe the changes in what one would see on the project site and the magnitude of those changes.

The new buildings and other facilities on the project site would not generate obtrusive light or glare for the following reasons: the new jail facilities would replace the existing jail facilities, which currently generate light and glare; the closest sensitive receptors to the project site (residences) are relatively distant, about 300 and 350 feet, respectively, from the sites proposed for the new Administrative/Services Building and new Housing Buildings; and installation of shielded lighting fixtures positioned down and away from adjacent properties will be incorporated into the design specifications for the proposed project.

3) Population	YES	NO	DISCUSSED
*(a) Induce substantial growth or concentration of population?	_	X	X
*(b) Displace a large number of people (involving either housing or employment)?	_	X	X
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_	X	X

Although the new Housing Buildings would have a rated capacity (i.e., maximum potential occupancy by inmates) about 40 percent greater than that of existing Jail No. 3, the proposed project would not result in a substantial increase in population on the project site because the increase in and total maximum population would be small relative to the total area of the site, and the historic average population in Jail No. 3 is similar to the potential future population in the new Housing Buildings (see Table 1). The number of inmates that actually occupy the Housing Buildings during any period of time would depend on crime and incarceration rates and the efficiency of processing inmates for trial.

Since the proposed project would not displace existing housing or commercial businesses, it would not displace residents or employees. Some short-term jobs would be created as a result of constructing the proposed project (which includes demolishing the existing Jail No. 3 building), and a few long-term jobs may be created as a result of operating the jail replacement facilities. The prospective employees would likely consist of Bay Area residents and some persons that relocate to the area. The relatively small number of persons that relocate to the Bay Area would likely seek housing in one of several local communities (e.g., San Francisco, San Bruno, Pacifica, or other Bay Area communities), which could accommodate the new residents without substantially decreasing the available housing supply in those communities.

The EIR will not further discuss impacts of the proposed project to population, housing, or employment. Historic, existing, and potential future inmate and employee populations on the project site will be described in the Project Description section of the EIR.

4) Transportation/Circulation

	YES	NO	DISCUSSED
*(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	*To Be Determined*		
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	*To Be Determined*		
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	_	X	X
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_	X	X

The EIR will describe the vehicular trips to and from the project site that would be generated by construction workers during project construction; and during project operation by additional staff and deliveries of food items and laundry to and from the expanded kitchen, new bakery, and expanded laundry and by visitors of potential additional inmates. The EIR will describe the existing traffic Levels of Service for intersections in the project area, and analyze the projected Levels of Service at these intersections as a result of constructing and operating the jail replacement facilities. Project site access, egress, and interior circulation design will be analyzed relative to the additional vehicular trips generated during construction and operation of the jail replacement facilities.

The proposed project would not cause a substantial increase in transit or parking demand because it involves replacing the existing Jail No. 3 facilities and only minor expansion of the existing kitchen and laundry facilities. As such, the proposed project is expected to generate only a few additional long-term jobs. Furthermore, while the proposed project involves removing the existing staff and visitor parking lots, it includes constructing two new parking lots for staff and visitors north of the new Administrative/Services Building and Housing Buildings. Based on historic parking demand, the amount of parking proposed on the project site is expected to meet any parking demand generated by the proposed project. The proposed project is expected to have a negligible impact on transit demand, as transit is used infrequently as a mode of transportation to the project site, and any increase in transit demand generated by the project would be minimal. The EIR will not further discuss transit and parking impacts of the proposed project.

5) Noise

	YES	NO	DISCUSSED
*(a) Increase substantially the ambient noise levels for adjoining areas?	_	X	X
(b) Violate Title 24 Noise Insulation Standards, if applicable?	_	X	X
(c) Be substantially impacted by existing noise levels?	_	X	X

Although constructing the proposed project is not expected to result in a substantial increase in ambient noise levels on the project site, the EIR will address this issue because project construction would be more noisy than would project operation, and some of the construction activities required for the proposed project, such as pile driving, would generate higher noise levels than would standard construction activities.

Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects, including jails because they house inmates. The San Francisco Department of Building Inspection would review the final building plans for the proposed project to insure that the building wall and floor/ceiling assemblies are designed according to State standards regarding sound transmission.

The existing jail facilities already generate noise as a result of human activity in the outdoor exercise yards, maintenance and other human activities around the facilities, vehicular and truck traffic, operation of farming equipment, operation of alarm systems, and firing of guns at the shooting range. Operating the proposed project would not result in a substantial increase in ambient noise levels on the project site or adjacent properties for many reasons. The proposed project involves mainly replacing the existing Jail No. 3 facilities and only minor expansion of the existing kitchen and laundry facilities, the areas proposed for new development are in the same general area as are the existing facilities, and the closest sensitive receptors to the project site (residences) are relatively distant from areas proposed for new development - about 350 feet, 300 feet, and 1,000 feet from the sites proposed for the new Housing Buildings, Administrative/Services Building, and Vehicle Shop and General Storage Facility, respectively. The shooting range will be relocated to a site at the San Francisco International Airport prior to construction of the jail replacement facilities. Finally, the heating, ventilation, and cooling (HVAC) system on the roofs of the new buildings would be designed taking into account the existing ambient noise levels at sensitive receptors and the noise policies and standards of the San Mateo County General Plan Noise Element and Noise Ordinance. The design of the HVAC system would be reviewed and approved by the California Department of Corrections and/or the San Francisco Building Department.

The jail replacement facilities would not be substantially impacted by existing noise levels because the surrounding land uses consist of open space and residential development. The EIR will not further discuss the operational noise impacts of the proposed project.

6)	Air Quality/Climate	YES	NO	DISCUSSED
*(a)	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_	X	X
*(b)	Expose sensitive receptors to substantial pollutant concentrations?	_	X	X
(c)	Permeate its vicinity with objectionable odors?	_	X	X
(d)	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_	X	X

Demolition, site preparation, excavation, grading, and other construction activities on the project site would generate dust and other air pollutants. However, construction activities would not generate substantial air pollutants or violate any ambient air quality standard for the project area because standard measures for mitigating emissions of air pollutants during construction, particularly fine particulate matter (PM_{10}), required by the Bay Area Air Quality Management District (BAAQMD) will be incorporated into the proposed project as construction specifications. These measures are the following basic and enhanced control measures for construction emissions of PM_{10} that would be implemented as necessary depending on weather conditions:

1. Water all active construction areas at least twice daily.
2. Cover all trucks hauling soil, sand, and other loose materials *or* maintain at least two feet of freeboard in trucks hauling such materials.
3. Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
4. Using water sweepers, daily sweep all paved access roads, parking areas, and staging areas at construction sites.
5. Using water sweepers, daily sweep public streets adjacent to construction sites if visible soil material has been carried onto the streets.
6. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (i.e., previously graded areas inactive for ten or more days).
7. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (e.g., dirt, sand, etc.).
8. Limit traffic speeds on unpaved roads to 15 mph.
9. Install sandbags or other erosion control measures to prevent runoff of silt to public streets.
10. Replant vegetation removed from disturbed areas as quickly as possible.

The Biology section of the EIR will address the potential impacts of construction dust and air pollutants on the aerial habitat, flight paths, and terrestrial habitat of the Mission Blue butterfly (*Icaricia icarioides missionensis*) on the project site.

The additional traffic generated from operating the jail replacement facilities would emit exhaust, which contains various air pollutants. The EIR will quantify the emissions of air pollutants as a result of the additional vehicular trips to and from the project site by additional staff and deliveries of food items and laundry to and from the expanded kitchen, new bakery, and expanded laundry. Air quality computer models will be used to quantify the air pollutant emissions, and these emissions will be compared with local and regional emission standards, including those of the BAAQMD.

Operating the proposed project would generate some cooking, laundry, and petroleum hydrocarbon odors as a result of operating the expanded kitchen, new bakery, and expanded laundry in the new Administrative/Services Building and activities in the new Vehicle Shop and General Storage Facility. It is not expected that these odors would be objectionable odors that permeate the project vicinity for the following reasons: the new jail facilities would replace the existing jail facilities, which currently generate some odors; the closest sensitive receptors to the project site (residences) are relatively distant, about 300 feet and 1,000 feet, respectively, from the sites proposed for the new Administrative/Services Building and Vehicle Shop and General Storage Facility; and the San Francisco Department of Building Inspection would review the final building plans for the proposed project to ensure that the kitchen, bakery, and laundry facilities are designed according to the odor reduction specifications for such facilities in the Uniform Building Code and the San Francisco amendments which together constitute the San Francisco City and County Building Code.

The proposed project would not be of a size or type that would substantially alter wind, moisture, or temperature in the project area. The new Administrative/Services Building and Housing Buildings would be larger in footprint by about 110,000 square feet and lower by about 10 - 30 feet than the existing Jail No. 3 building,. The jail replacement buildings would not be large or tall enough to substantially alter wind patterns, cause a wind tunnel effect, or cast shadows on public areas or cause any change in ambient temperature in a public place.

7) Utilities/Public Services	YES	NO	DISCUSSED
*(a) Breach published national, state or local standards relating to solid waste or litter control?	_	X	X
*(b) Extend a sewer trunk line with capacity to serve new development?	*To Be Determined*		
(c) Substantially increase demand for schools, recreation or other public facilities?	*To Be Determined*		
(d) Require major expansion of power, water, or communications facilities?	*To Be Determined*		

As the proposed project involves mainly replacing the existing Jail No. 3 facilities and includes only minor expansion of the existing kitchen and laundry facilities, it would not substantially increase demand for solid waste collection and disposal services, schools, telephone service, or recreational facilities. The EIR will not further discuss these issues.

The EIR will describe the existing levels of police and fire protection services to the existing jail facilities on the project site, analyze whether constructing and operating the proposed project would increase the demand for such services, and whether the existing levels of service are adequate to meet any projected increase in service demand.

The EIR will describe the capacities of the existing water, sanitary sewer, and electrical systems that serve the existing jail facilities on the project site; and analyze whether constructing and operating the proposed project would increase the demand for such utilities, whether the existing system capacities are adequate to meet any projected increase in utility demand, and if applicable, whether any expansion of utility service to the site could accommodate or induce other development in the project area.

8) Biology	YES	NO	DISCUSSED
*(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	*To Be Determined*		
*(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	*To Be Determined*		
(c) Require removal of substantial numbers of mature, scenic trees?	_	X	X

The draft update of a 1993 wetland delineation of the project site and area conducted by a biological consultant indicates that wetlands and other waters of the United States under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) are present in the project area. Preliminary findings of a biological assessment of the project site and area conducted by a biological consultant indicates that the site and area contain habitat and populations of rare, threatened, and endangered plant and animal species, including coast rock cress (*Arabis blepharophylla*), California red-legged frog (*Rana aurora draytonii*), and Mission blue butterfly (*Icaricia icarioides missionensis*); and three sensitive natural plant communities, including emergent marsh, woody riparian channel, and native perennial grassland. The project site also contains habitat for the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) and San Bruno elfin butterfly (*Incisalia mossi bayensis*).

The EIR will describe the location, acreage, and quality of existing plant and animal habitat on the project site, focusing on habitat for rare, threatened, and endangered plant and animal species. The EIR will analyze the impacts of constructing and operating the jail replacement facilities on plants and animals, focusing on rare, threatened, and endangered species, including disturbance and displacement of animals, interference with animal movement and migration, and degradation and loss of habitat.

The EIR will describe the location, acreage, and condition of wetlands and other waters of the United States under the jurisdiction of the ACOE; and evaluate the impacts of constructing and operating the proposed project on this type of habitat, including degradation of wetland habitat and loss of wetland acreage. The Water Quality section of the EIR will address potential degradation of water quality in the drainage courses and wetlands on and adjacent to the project site as a result of increases in erosion and sedimentation associated with grading and other construction activities and increases in stormwater runoff rates on the site.

The proposed project may involve removing several trees from the area proposed for the new water storage tank and from other areas of the project site. It is not expected that the proposed project would involve removing a substantial number of trees.

9) Geology/Topography	YES	NO	DISCUSSED
*(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).	__	X	X
(b) Change substantially the topography or any unique geologic or physical features of the site?	__	X	X

The project site is located about one-half mile from the San Andreas Fault. Previous geotechnical studies of the project site indicate that a large portion of the areas of the site proposed for development are subject to groundshaking from earthquakes. The proposed project would not expose more inmates to earthquake shaking because the historic average population in existing Jail No. 3 is similar to the potential future population in the new Housing Buildings. Furthermore, the new Housing Buildings would be seismically safer, as they would be structurally designed to better withstand seismic events and withstand seismic events of greater magnitude than would the existing Jail No. 3 building, which was constructed in 1932 according to lesser seismic standards and is in a state of deterioration.

The geotechnical studies also indicate that the areas of the site proposed for development do not have slope constraints, are not susceptible to landslide, and do not have liquefaction potential. Immediately east of existing Jail No. 3 in the area proposed for the Administrative/Services Building and Housing Buildings, about 158,000 cubic yards of unengineered fill, consisting mainly of soil and other materials imported from off-site sources, was deposited from 1988 to 1990.

A geotechnical consulting firm will prepare a new geotechnical report on the proposed project that assesses the nature and severity of the hazards on the site, and recommends project design and construction features that would reduce the hazards. These design and construction features would be incorporated into the construction design and specifications for the proposed project. Furthermore, the San Francisco Department of Building Inspection would require that the new buildings meet the standards of the Uniform Building Code (and San Francisco amendments) and San Francisco City and County Building Code; and the San Francisco Department of Public Works would require that the new roads, road improvements, and utility improvements meet San Francisco Standard Plans and Standard Specifications.

While the proposed project would not expose people or structures to major geologic hazards, the EIR will address the seismic safety issues on the project site, including location of earthquake faults relative to the site, the potential for and magnitude of earthquake shaking on the site, seismic safety associated with the existing Jail No. 3 building, and required seismic safety design of the new Administrative/Services Building and Housing Buildings.

10) Water	**YES**	**NO**	**DISCUSSED**
*(a) Substantially degrade water quality, or contaminate a public water supply?	_	X	X
*(b) Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	_	X	X
*(c) Cause substantial flooding, erosion or siltation?	_	X	X

The proposed project would not substantially degrade water quality on or near the project site, since it involves mainly replacing existing jail facilities in a new location on the site, would add only a minor amount of impervious surface area to the site, and would not include operations that involve direct or indirect discharge of pollutants to water bodies other than stormwater runoff. Furthermore, the regulatory requirements for the proposed project would reduce potential impacts to water quality. The San Francisco Regional Water Quality Control Board (RWQCB) will require a stormwater permit for the proposed project because the project involves construction activities affecting five or more acres (construction of the proposed project would affect about 12 acres of the project site). This General Permit for Storm Water Discharges Associated With Construction Activity requires owners of construction sites to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) to help identify sources of sediment and other pollutants that affect the quality of storm water discharges, and to describe and ensure the implementation of practices to reduce sediment and other pollutants in storm water discharges. In addition, if the proposed project involves development (i.e., placing fill) in the adjacent wetlands, the U.S. Army Corps of Engineers (ACOE) will require a Nationwide or General Permit for the project. To issue either permit for the proposed project, the ACOE will require a Water Quality Certification under Section 401 of the Clean Water Act from the RWQCB for the proposed project, which would find that the activities permitted by the permit would not violate water quality standards for wetlands individually or cumulatively over the term of the permit.

While the proposed project would not substantially degrade water quality, the EIR will address this issue because the new location proposed for the Administration/Services and Housing Buildings is closer to adjacent wetlands east of the project site than are the existing Jail No. 3 facilities. The EIR will describe the existing drainage patterns, drainage courses, and wetlands on and near the project site; and analyze the potential for degradation of water quality in these water bodies as a result of increases in erosion and sedimentation associated with grading and other construction activities, and increases in stormwater runoff rates from the site associated with placement of additional impervious area. The EIR will also describe the permit requirements of the RWQCB and ACOE regarding potential impacts to water quality.

Since the project site is not located in or near a flood hazard zone and involves mainly replacing existing jail facilities, flooding as a result of the proposed project is not expected. Therefore, the EIR will not address flooding of the project site or adjacent properties as a result of the proposed project.

Since the proposed project does not include constructing or operating groundwater wells or pumping of groundwater, and involves adding only a minor amount of impervious surface area to the project site, impacts to groundwater are not expected. Therefore, the EIR will not address depletion of groundwater resources or interference with groundwater recharge as a result of the proposed project.

11) **Energy/Natural Resources**	**YES**	**NO**	**DISCUSSED**
*(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_	X	X
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_	X	X

The proposed project involves mainly replacing the existing Jail No. 3 facilities and includes minor expansion of the existing kitchen, laundry, and storage facilities and a new bakery. Therefore, operating the jail replacement facilities would not involve the use of large amounts of fuel, water, or energy compared to operating the existing jail facilities. Furthermore, the San Francisco Department of Building Inspection would review the final building plans to ensure that the proposed project meets the Title 24 of the California Code of Regulations energy conservation standards for new buildings and the 1995 California Energy Efficiency Standards. The Public Services and Utilities section of the EIR will contain an analysis of water and energy (i.e., electricity and natural gas) consumption by the jail replacement facilities. The EIR will not further discuss the issue of energy use in constructing and operating the jail replacement facilities.

12) **Hazards**	**YES**	**NO**	**DISCUSSED**
*(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	*To Be Determined*		
*(b) Interfere with emergency response plans or emergency evacuation plans?	_	X	X

(c) Create a potentially substantial fire hazard? _ X X

The EIR will describe the locations in existing buildings to be demolished or altered during project construction in which hazardous materials have been or are currently used, stored, or disposed of or are present in the building materials (e.g., asbestos and lead-based paint). The locations of known contaminated soil or groundwater on the site will also be described. The EIR will analyze whether demolition, excavation, and construction activities and operating the jail replacement facilities could result in the release or disposal of such materials and affect the health and safety of workers and the public. In addition, the EIR will describe the use, storage, and disposal of guns and ammunition associated with operating the existing and replacement jail facilities.

The Public Services/Utilities section of the EIR will describe the existing levels of police and fire protection services to the existing jail facilities on the project site, analyze whether constructing and operating the proposed project would increase the demand for such services, and whether the existing levels of service are adequate to meet any projected increase in service demand.

Operating the proposed project would not interfere with emergency response plans or emergency evacuation plans, or create a potentially substantial fire hazard because the project involves replacing and upgrading some of the existing jail facilities on the project site. An emergency evacuation plan in the case of a natural disaster (e.g., fire or earthquake) at the County Jail No. 3 / 7 Complex is on file at the administrative offices of existing Jail No. 3, and would be amended for the proposed project. The proposed project would improve circulation by emergency vehicles on the site because it includes upgrading existing roads and constructing new roads.

13) Cultural	**YES**	**NO**	**DISCUSSED**
*(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	*To Be Determined*		
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	_	X	X
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	_	X	X

The EIR will address the existence of or potential for archaeological or historic sites or structures on the project site. The EIR will specifically address whether the existing County Jail No. 3 building and surrounding property is an historic resource, and whether constructing the proposed project may cause a substantial adverse change in the significance of an historic resource on the project site. The EIR will also address whether constructing the proposed project may result in loss or degradation of archaeological resources on the site.

The project site is not used for recreational, educational, religious, or scientific uses other than such uses associated with existing jail programs. Recreational and educational facilities are located near the project site, at the Sweeney Ridge Skyline Preserve of the Golden Gate National Recreation Area and at Skyline College, to the west and northwest of the site, respectively. The proposed project would not conflict with continued use of these areas or with other recreational, educational, religious, or scientific uses in the project area because the project involves replacing and upgrading some of the existing jail facilities on the project site.

The proposed project would not conflict with the preservation of buildings subject to the provisions of Article 10 or 11 of the San Francisco Planning Code because these Articles apply only to property within the City and County of San Francisco. Since the buildings on the project site are within the County of San Mateo, they could not be classified as Landmarks or Structures of Merit or located in Historic Districts pursuant to Article 10; or classified as Significant or Contributory Buildings or located in a Conservation District pursuant to Article 11.

C. **OTHER**	**YES**	**NO**	**DISCUSSED**
Require approval and/or permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?	X	_	X

The EIR will discuss the permits and other approvals for the proposed County Jail No. 3 Replacement Project required from federal, state, and local agencies. Specifically, the EIR will address the need for consultation with, or approvals or permits by, the U.S. Army Corps of Engineers for loss and degradation of wetland habitat; U.S. Fish and Wildlife Service and California Department of Fish and Game for impacts on the habitat and populations of rare, threatened, or endangered plant and animal species; San Francisco Regional Water Quality Control Board for impacts to water quality. The EIR will also describe other permits and approvals required from the State of California (e.g., Board of Corrections and Fire Marshal), County of San Mateo, City of San Bruno, and City and County of San Francisco.

D. **MITIGATION MEASURES**	**YES**	**NO**	**N/A**	**DISCUSSED**
1) Could the project have significant effects if mitigation measures are not included in the project?	X	_	_	X
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	_	X	_	X

The EIR will analyze the potential for significant adverse environmental impacts as a result of constructing and operating the County Jail No. 3 Replacement Project. For each significant adverse environmental impact identified in the EIR, the EIR will present mitigation measures.

To mitigate light and glare generated by the jail replacement facilities, installation of shielded lighting fixtures positioned down and away from adjacent properties and coating of windows to reduce glare will be incorporated into the proposed project as design specifications.

The following measures for mitigating emissions of air pollutants during project construction, required by the Bay Area Air Quality Management District, will be incorporated into the proposed project as construction specifications. These measures are the following basic and enhanced control measures for construction emissions of fine particulate matter (PM_{10}) that would be implemented as necessary depending on weather conditions:

1. Water all active construction areas at least twice daily.
2. Cover all trucks hauling soil, sand, and other loose materials *or* maintain at least two feet of freeboard in trucks hauling such materials.
3. Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
4. Using water sweepers, daily sweep all paved access roads, parking areas, and staging areas at construction sites.
5. Using water sweepers, daily sweep public streets adjacent to construction sites if visible soil material has been carried onto the streets.
6. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (i.e., previously graded areas inactive for ten or more days).
7. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (e.g., dirt, sand, etc.).
8. Limit traffic speeds on unpaved roads to 15 mph.
9. Install sandbags or other erosion control measures to prevent runoff of silt to public streets.
10. Replant vegetation removed from disturbed areas as quickly as possible.

E. ALTERNATIVES

The EIR will discuss and evaluate the following alternatives to the proposed County Jail No. 3 Replacement Project. The extent to which these alternatives would meet certain objectives of the proposed project while mitigating any significant environmental impacts will be addressed.

No Project Alternative. The No Project Alternative consists of no change in the existing County Jail No. 3 facilities or operations.

Off-Site Alternatives. The EIR will analyze one off-site alternative that consists of constructing the jail replacement facilities on a site adjacent to the existing Hall of Justice at 7th and Bryant Streets in San Francisco; and discuss why other off-site alternatives were eliminated from further consideration.

Resource Preservation Alternative. If necessary, based on the impacts to historic resources or biological resources, the EIR will analyze one alternative to avoid these impacts.

Lower Intensity Alternative. The Lower Intensity Alternative consists of exact replacement of the existing Jail No. 3 facilities - the County Jail No. 3 Replacement Project - without expanding the existing kitchen and laundry facilities, constructing the bakery, or constructing the Vehicle Shop and General Storage Facility.

F. MANDATORY FINDINGS OF SIGNIFICANCE	YES	NO	DISCUSSED
•1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	*To Be Determined*		

*2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? _ X _

*3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.) _ X _

*4) Would the project cause substantial adverse effects on human beings, either directly or indirectly? *To Be Determined*

The EIR will analyze the potential for significant adverse impacts on biological and archaeological and historic resources; increases in traffic and demand for public services and utilities; and release or disposal of hazardous materials as a result of constructing and operating the County Jail No. 3 Replacement Project. The direct, indirect, and cumulative impacts of the proposed project will be addressed in these analyses.

G. ON THE BASIS OF THIS INITIAL STUDY

__ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

__ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the Mitigation Measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

HILLARY E. GITELMAN
Environmental Review Officer

for

GERALD A. GREEN
Director of Planning

DATE: 9/26/97

TABLE B-1
Level of Service Criteria for Signalized Intersections

Level of Service	Stopped Delay per Vehicle (sec)	Volume to Capacity Ratio
A	≤ 5.0	0.00 - 0.59
B	> 5.0 to ≤ 15.0	0.60 - 0.69
C	> 15.0 to ≤ 25.0	0.70 - 0.79
D	> 25.0 to ≤ 40.0	0.80 - 0.89
E	> 40.0 to ≤ 60.0	0.90 - 0.99
F	> 60.0	1.00 or greater

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington D.C., 1994.
The Duffey Company.

LOS A - Delays of less than 5 seconds
This level of service occurs when progression is extremely favorable. Most vehicles arrive during the green phase and are not required to stop. Short cycle lengths may also contribute to low delay.

LOS B - Delays of greater than 5.0 seconds to 15.0 seconds or less
This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

LOS C - Delays of greater than 15.0 seconds to 25 seconds or less
These higher delays may result from fair progression, longer cycle lengths, or both. Drivers may occasionally be required to wait through more than one signal cycle (red phase). The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D - Delays of greater than 25.0 seconds to 40.0 seconds or less
At level of service D, congestion becomes more noticeable. Longer delays may result from a combination of unfavorable progression, long cycle lengths, or high volume to capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. The number of drivers having to wait through more than one red phase is noticeable.

LOS E - Delays of greater than 40.0 seconds to 60.0 seconds or less
This level is considered by many agencies to be the limit of acceptable delay. The high range of delays generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Drivers frequently are unable to clear the intersection on the first green phase.

LOS F - Delays in excess of 60.0 seconds per vehicle
This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios.

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TABLE B-2
Level of Service Criteria for Unsignalized Intersections

Level of Service	Stopped Delay per Vehicle (sec)
A	≤ 5.0
B	> 5.0 to ≤ 10.0
C	> 10.0 to ≤ 20.0
D	> 20.0 to ≤ 30.0
E	> 30.0 to ≤ 45.0
F	> 45.0

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington D.C., 1994.
The Duffey Company.

For unsignalized intersections, the level of service is calculated by approach and is based on the type of control and the volume of opposing traffic. The average total delay for a particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The delay thresholds for each level of service are lower than for signalized intersections due to driver expectations and perceptions. Delays experienced at a stop controlled street may be more onerous because the driver must be constantly alert to oncoming traffic and the availability of gaps to enter and cross traffic. Also the degree of variability in delays is greater for unsignalized intersections because the traffic flows are not controlled in the same manner. The levels of service range from LOS A where there are sufficient gaps to pull across traffic with less than a 5.0 second delay to LOS F where there are insufficient gaps of adequate size to allow side street traffic to cross safely through a major street traffic stream.

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APPENDIX C

Predicted Intersection Carbon Monoxide Emission Calculations

BAAQMD guidelines for manual calculations of carbon monoxide concentrations were used to estimate the carbon monoxide emissions expected from vehicle traffic associated with the project. The calculations are a simplified version of the CALINE4 model (a dispersion model for predicting concentrations near roadways) developed by the California Department of Transportation and applies to projects that will generate less than 10,000 motor vehicle trips per day.

Carbon monoxide concentrations were estimated for the following scenarios and corresponding analysis year:

Case 1: 1997 existing conditions
Case 2: 1997 existing conditions plus project
Case 3: 2002 background growth plus project

The calculations assume a worst-case condition. Default values built into the formulas include: wind direction (parallel to the primary roadway, 90 degrees angle to secondary road); wind speed (less than one meter per second); extreme atmospheric stability (class F); and receptor location (edge of the roadway).

The 1992 background one-hour and eight-hour carbon monoxide background concentrations were used, along with the corresponding rollback factor, to determine the background one-hour and eight-hour carbon monoxide concentrations for the analyzed year.[1] The composition emission factors were established from the roadway speed limit and analysis year; the number of through road lanes were used to obtain the reference carbon monoxide concentrations. The peak-hour traffic volumes were determined from the transportation section prepared by The Duffey Company. To calculate the eight-hour concentrations from the one-hour output, a persistence factor of 0.7 was employed.

The analysis was conducted for the following six intersections: 1) Skyline Boulevard and College Drive; 2) College Drive and Longview Drive / Susan Drive; 3) Moreland and Riverside Drives; 4) College Drive and College Loop Road; and 5) College Drive and Sheryl Drive / Allen Drive. The data input parameters and corresponding results are included.

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[1] The 1992 one-hour and eight-hour background concentrations were estimated using the isopleth maps provided in the 1996 BAAQMD CEQA Guidelines

Carbon monoxide (CO) calculation

Intersection No. 1: **Skyline / College**

Parameters

F3 1992 Background 1-hr CO (ppm)= 2.5
F4 1992 Background 8-hr CO (ppm)= 2.5
Persistence factor = 0.7
Receptor= at edge
Road type= at grade

	Scenario	**Case 1**	**Case 2**	**Case 3**
	Analysis Year	1997	1997	2002
(T13)	Rollback Factor	0.84	0.84	0.7
BG1	Background 1-hr CO, BG1 (ppm)	2.1	2.1	1.75
BG8	Background 8-hr CO, BG8 (ppm)	2.1	2.1	1.75
	PRIMARY:	**Skyline**		
	# lanes	4	4	4
	average speed (mph)	55	55	55
EFi (T10, s/yr)	CO emission factor (g/mile)	*8.5*	*8.5*	*5.41*
Cri (T12, #l)	Reference 1-hr	*11.9*	11.9	11.9
	NB traffic volume	607	607	670
	SB traffic volume	1718	1718	1837
Via	AM peak-hr traffic volume (both dirns)	**2325**	**2325**	**2507**
	AM CO concentration,cpap (ppm)	2.35	2.35	1.61
	SECONDARY:	**College**		
	# lanes	*6*	6	6
	average speed (mph)	*30*	30	30
EFi (T10)	CO emission factor (g/mile)	*12.25*	*12.25*	*8.00*
Cri(T12)	Reference 1-hr	*2.8*	2.8	2.8
	WB traffic volume	178	178	188
	EB traffic volume	380	380	455
Via	AM peak-hr traffic volume (both dirns)	**558**	**558**	**643**
	AM CO concentration,cpas (ppm)	0.19	0.19	0.14
	AM TOTAL (ppm)			
C1	1-Hr Local (cpap+cpas), C1A	2.54	2.54	1.76
Ct1	**1-Hr Total (C1A+BG1), Ct1**	**4.64**	**4.64**	**3.51**
C8	8-Hr Local, C8A	1.78	1.78	1.23
Ct8	**8-Hr Total (C8A+BG8), Ct8**	**3.88**	**3.88**	**2.98**

Case 1: 1997 Existing Conditions
Case 2: 1997 Existing plus proposed project
Case 3: 2002 Background Growth plus proposed project

Carbon monoxide (CO) calculation

Intersection No. 2: **College and Longview/Susan**

Parameters

F3 1992 Background 1-hr CO (ppm)= 2.5
F4 1992 Background 8-hr CO (ppm)= 2.5
Persistence factor = 0.7
Receptor= at edge
Road type= at grade

	Scenario	Case 1	Case 2	Case 3
	Analysis Year	1997	1997	2002
(T13)	Rollback Factor	0.84	0.84	0.7
BG1	Background 1-hr CO, BG1 (ppm)	2.1	2.1	1.75
BG8	Background 8-hr CO, BG8 (ppm)	2.1	2.1	1.75
	PRIMARY:	**College**		
	# lanes	*6*	6	6
	average speed (mph)	30	30	30
EFi (T10, s/yr)	CO emission factor (g/mile)	*12.25*	*12.25*	*8*
Cri (T12, #l)	Reference 1-hr	*9.5*	9.5	9.5
	WB traffic volume	487	487	549
	EB traffic volume	245	245	286
Via	AM peak-hr traffic volume (both dirns)	**732**	**732**	**835**
	AM CO concentration,cpap (ppm)	0.85	0.85	0.63
	SECONDARY:	**Longview / Susan**		
	# lanes	2	2	2
	average speed (mph)	*25*	25	25
EFi (T10)	CO emission factor (g/mile)	*14.53*	*14.53*	*9.51*
Cri(T12)	Reference 1-hr	*3.7*	3.7	3.7
	NB traffic volume	120	120	145
	SB traffic volume	82	82	82
Via	AM peak-hr traffic volume (both dirns)	**202**	**202**	**227**
	AM CO concentration,cpas (ppm)	0.11	0.11	0.08
	AM TOTAL (ppm)			
C1	1-Hr Local (cpap+cpas), C1A	0.96	0.96	0.71
Ct1	**1-Hr Total (C1A+BG1), Ct1**	**3.06**	**3.06**	**2.46**
C8	8-Hr Local, C8A	0.67	0.67	0.50
Ct8	**8-Hr Total (C8A+BG8), Ct8**	**2.77**	**2.77**	**2.25**

Case 1: 1997 Existing Conditions
Case 2: 1997 Existing plus proposed project
Case 3: 2002 Background Growth plus proposed project

Carbon monoxide (CO) calculation

Intersection No. 3: **Moreland / Riverside**

Parameters

F3 1992 Background 1-hr CO (ppm)= 2.5
F4 1992 Background 8-hr CO (ppm)= 2.5
Persistence factor = 0.7
Receptor= at edge
Road type= at grade

	Scenario	Case 1	Case 2	Case 3
	Analysis Year	1997	1997	2002
(T13)	Rollback Factor	0.84	0.84	0.7
BG1	Background 1-hr CO, BG1 (ppm)	2.1	2.1	1.75
BG8	Background 8-hr CO, BG8 (ppm)	2.1	2.1	1.75
	PRIMARY:	**Moreland**		
	# lanes	2	2	2
	average speed (mph)	25	25	25
EFi (T10, s/yr)	CO emission factor (g/mile)	*14.53*	*14.53*	*9.51*
Cri (T12, #l)	Reference 1-hr	*14.0*	14.0	14.0
	WB traffic volume	131	131	131
	EB traffic volume	29	29	29
Via	AM peak-hr traffic volume (both dirns)	**160**	**160**	**160**
	AM CO concentration,cpap (ppm)	0.33	0.33	0.21
	SECONDARY:	**Riverside**		
	# lanes	*2*	2	2
	average speed (mph)	*25*	25	25
EFi (T10)	CO emission factor (g/mile)	*14.53*	*14.53*	*9.51*
Cri(T12)	Reference 1-hr	*3.7*	3.7	3.7
	NB traffic volume	87	87	87
	SB traffic volume	0	0	0
Via	AM peak-hr traffic volume (both dirns)	**87**	**87**	**87**
	AM CO concentration,cpas (ppm)	0.05	0.05	0.03
	AM TOTAL (ppm)			
C1	1-Hr Local (cpap+cpas), C1A	0.37	0.37	0.24
Ct1	**1-Hr Total (C1A+BG1), Ct1**	**2.47**	**2.47**	**1.99**
C8	8-Hr Local, C8A	0.26	0.26	0.17
Ct8	**8-Hr Total (C8A+BG8), Ct8**	**2.36**	**2.36**	**1.92**

Case 1: 1997 Existing Conditions
Case 2: 1997 Existing plus proposed project
Case 3: 2002 Background Growth plus proposed project

Carbon monoxide (CO) calculation

Intersection No. 4: **College Drive/ College Loop**

Parameters

F3 1992 Background 1-hr CO (ppm)= 2.5
F4 1992 Background 8-hr CO (ppm)= 2.5
Persistence factor = 0.7
Receptor= at edge
Road type= at grade

	Scenario	**Case 1**	**Case 2**	**Case 3**
	Analysis Year	1997	1997	2002
(T13)	Rollback Factor	0.84	0.84	0.7
BG1	Background 1-hr CO, BG1 (ppm)	2.1	2.1	1.75
BG8	Background 8-hr CO, BG8 (ppm)	2.1	2.1	1.75
	PRIMARY:	**College Drive**		
	# lanes	4	4	4
	average speed (mph)	30	30	30
EFi (T10, s/yr)	CO emission factor (g/mile)	*12.25*	*12.25*	*8*
Cri (T12, #l)	Reference 1-hr	*11.9*	11.9	11.9
	WB traffic volume	408	408	461
	EB traffic volume	0	0	0
Via	AM peak-hr traffic volume (both dirns)	**408**	**408**	**461**
	AM CO concentration,cpap (ppm)	0.59	0.59	0.44
	SECONDARY:	**College Loop**		
	# lanes	*2*	2	2
	average speed (mph)	*25*	25	25
EFi (T10)	CO emission factor (g/mile)	*14.53*	*14.53*	*9.51*
Cri(T12)	Reference 1-hr	*3.7*	3.7	3.7
	NB traffic volume	24	24	27
	SB traffic volume	64	64	72
Via	AM peak-hr traffic volume (both dirns)	**88**	**88**	**99**
	AM CO concentration,cpas (ppm)	0.05	0.05	0.03
	AM TOTAL (ppm)			
C1	1-Hr Local (cpap+cpas), C1A	0.64	0.64	**0.47**
Ct1	**1-Hr Total (C1A+BG1), Ct1**	**2.74**	**2.74**	**2.22**
C8	8-Hr Local, C8A	0.45	0.45	**0.33**
Ct8	**8-Hr Total (C8A+BG8), Ct8**	**2.55**	**2.55**	**2.08**

Case 1: 1997 Existing Conditions
Case 2: 1997 Existing plus proposed project
Case 3. 2002 Background Growth plus proposed project

Carbon monoxide (CO) calculation

Intersection No.5: **College Drive and Sheryl/Allen**

Parameters

F3 1992 Background 1-hr CO (ppm)= 2.5
F4 1992 Background 8-hr CO (ppm)= 2.5
Persistence factor = 0.7
Receptor= at edge
Road type= at grade

	Scenario	Case 1 (1997)	Case 2 (1997)	Case 3 (2002)
	Analysis Year	1997	1997	2002
(T13)	Rollback Factor	0.84	0.84	0.7
BG1	Background 1-hr CO, BG1 (ppm)	2.1	2.1	1.75
BG8	Background 8-hr CO, BG8 (ppm)	2.1	2.1	1.75
	PRIMARY:	**College Drive**		
	# lanes	6	6	6
	average speed (mph)	30	30	30
EFi (T10, s/yr)	CO emission factor (g/mile)	*12.25*	*12.25*	*8.00*
Cri (T12, #l)	Reference 1-hr	*9.5*	9.5	9.5
	WB traffic volume	423	423	427
	EB traffic volume	86	86	98
Via	AM peak-hr traffic volume (both dirns)	**509**	**509**	**525**
	AM CO concentration,cpap (ppm)	0.59	0.59	0.40
	SECONDARY:	**Sheryl / Allen**		
See note	# lanes	*2*	2	2
	average speed (mph)	*25*	25	25
EFi (T10)	CO emission factor (g/mile)	*14.53*	*14.53*	*9.51*
Cri(T12)	Reference 1-hr	*3.7*	3.7	3.7
	NB traffic volume	110	110	122
	SB traffic volume	94	94	96
Via	AM peak-hr traffic volume (both dirns)	**204**	**204**	**218**
	AM CO concentration,cpas (ppm)	0.11	0.11	0.08
	AM TOTAL (ppm)			
C1	1-Hr Local (cpap+cpas), C1A	0.70	0.70	0.48
Ct1	**1-Hr Total (C1A+BG1), Ct1**	**2.80**	**2.80**	**2.23**
C8	8-Hr Local, C8A	0.49	0.49	0.33
Ct8	**8-Hr Total (C8A+BG8), Ct8**	**2.59**	**2.59**	**2.08**

Case 1: 1997 Existing Conditions
Case 2: 1997 Existing plus proposed project
Case 3: 2002 Background Growth plus proposed project

URBEMIS5 DATA AND ASSUMPTIONS

The URBEMIS5 model was used to estimate regional emissions generated by projected traffic conditions. URBEMIS5 is a computer model developed by the California Air Resources Board (CARB) and estimates the emissions resulting from various land use development projects. The projected build out date for the project is 2002. Since the model requires the analysis year input to the nearest five years, the model was performed for the year 2000. Other site specific input data included: 1) site temperature and season; 2) trip generation rate and corresponding units; 3) trip length; 4) percent cold start; 5) vehicle fleet mix; and 6) trip speed.

The analysis was performed for a summer season with a site temperature of 60°F. Selection of the site temperature was based on data collected at the nearest weather monitoring station, the San Francisco Airport rounded to the nearest five degrees.[1,2] Site-specific trip generation rates and corresponding trip units provided by The Duffey Company were incorporated into the analysis; these data were developed for evaluation in the Transportation section of this EIR. The weekend daily employee-based trip rate of 2.52 trips per employee, and visitor-based trip rate of 0.33 per inmate were used since the trip rates were higher than those for the weekday trips.

Trip lengths for home-work travel were determined from Bay Area Travel Forecasts for the years 1990, 1996, and 2010; trip lengths for year 2000 were linearly interpolated from the 1996 and 2010 values.[3] As recommended by BAAQMD, residential and commercial travel was assumed to

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[1] Climatology of the US#81, Monthly Station of Normals of Temperature, Precipitation, and Heating and Cooling Degree Days (1961-1990). U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Climatic Data Center, June 1992.

[2] The actual mean temperature during summer conditions was 61°F.

[3] Metropolitan Transportation Commission, Planning Section, Bay Area Travel Forecasts for Years 1990, 1996, and 2010, Auto Ownership, Trip Generation, Trip Distribution and Mode Choice, Technical Summary, September 1993.

have a 60 percent cold start and a commercial travel trip speed of 30 mph, in lieu of the default values.[4] The Bay Area fleet mix was used in the analysis.

PM_{10} emissions estimated by the URBEMIS5 computer model consist of tailpipe and tire wear; emissions from entrained road dust are not included and were, therefore, manually calculated and added to the PM_{10} emissions estimated by URBEMIS5. The manual calculation, including average trip length and emission factor were based on recommended values provided in the 1996 BAAQMD CEQA Guidelines.

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[4] Bay Area Air Quality Management District, CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans, ______.

URBEMIS5 DATA PRINTOUT

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PROJECT NAME: San Bruno EIR  Date: 10-10-1997

Project Area: Bay Area

Analysis Year: 2000   Temperature (F): 60   Season: Summer

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

       Unit Type                         Trip Rate            Size   Tot Trips
Prison (employee-based trips)             2.5/employee         163         411
Prison (visitor trips)                    0.3/inmate          1118         369


Vehicle Assumptions:

Fleet Mix:

 Vehicle Type        Percent Type  Non-Catalyst  Catalyst    Diesel
Light Duty Autos          72.3          1.2        98.6        0.3
Light Duty Trucks         16.3          0.2        99.5        0.3
Medium Duty Trucks         5.4          1.0        99.0        0.0
Heavy Duty Trucks          2.4         19.6        80.4        N/A
Heavy Duty Trucks          0.8          N/A         N/A      100.0
Motorcycles                2.8        100.0         N/A        N/A


Travel Conditions:
                       Residential                          Commercial
                Home-Work    Home-Shop     Home-Other       Work    Non-Work
Trip Length       13.8          4.6           6.1            8.6        5.6
% Started Cold    60.0         60.0          60.0           60.0       60.0
Trip Speed        25           25            25             30         30
Percent Trip      27.3         21.2          51.5
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roject Emissions Report in Lb/Day:

Unit Type	TOG	CO	NOx
Prison (employee-based trips)	7.10	60.84	6.53
ison (visitor trips)	5.38	47.26	4.35
TOTALS	12.48 *	108.10	10.88

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Prison (employee-based trips)	165.5	0.82	0.53
Prison (visitor trips)	96.8	0.48	0.31
OTALS	262.3	1.31	0.85

ROG = 0.918 x 12.48 = 11.46

Entrained Dust:

M10 = [(U x T) x (L x R)]
= (163 x 2.5) (7.5 x 0.69) + (0.3 x 1,118) (7.5 x 0.69) grams/day
= 3,844.5 grams/day
= 8.5 lbs/day

M10total = PM10(urbemis) + PM10 (entrained dust)
= 8.5 + 1.31
= 9.81 lbs/day

TABLE G-1

POTENTIALLY OCCURRING SPECIAL-STATUS PLANT SPECIES AT THE COUNTY JAIL EXPANSION AREAS

Family Scientific Name Common Name	Status		Habitat Affinities and Reported Localities in the Project Area	Blooming Period/ Life Form	Potential for Occurrence
Apiaceae					
Perideridia gairdneri ssp. gairdeneri Gairdner's yampah	Federal State CNPS	SC CEQA? 4:1-2-3	Mesic sites in broadleafed upland forest, chaparral, coastal prairie, Valley/Foothill grassland, vernal pools. Found from the Bay Area and San Joaquin Valley to the Oregon border. Endangered in the southern portion of its range.	June-Oct Perennial herb	None: suitable habitat present onsite. Would have been detectable.
Sanicula hoffmannii Hoffmann's sanicle	Federal State CNPS	none none 4:1-1-3	Broadleaf upland forests, chaparral, coastal prairie, Valley/foothill grassland (mesic sites) and vernal pools. Found along the coast from Santa Barbara to San Mateo counties.	Mar-May Perennial herb	None: marginally suitable habitat onsite. Would have been detectable.
Asteraceae					
Cirsium andrewsii Franciscan thistle	Federal State CNPS	none CEQA? 4:1-1-3	Bluffs, ravines, and seeps in broadleafed upland forest, coastal bluff scrub, sometimes on sepentinite. Restricted to Marin, San Francisco, San Mateo and Sonoma counties.	June-July Perennial herb	None: marginally suitable habitat present onsite. Would have been detectable.
Cirsium fontinale var. fontinale fountain thistle	Federal State CNPS	FE SE 1B:3-3-3	Openings in chaparral, Valley/foothill grasslands, on serpentinite seeps. Restricted to San Mateo County. Known from only four occurrences in the vicinity of Crystal Springs Reservoir.	June-Oct Perennial herb	None: no suitable habitat present onsite. Would have been detectable.
Eriophyllum latilobum San Mateo woolly sunflower	Federal State CNPS	FE SE 1B:3-3-3	Cismontane woodland, on serpentinite. Often found on road cuts. Restricted entirely to San Mateo County.	May-June Perennial herb	None: no suitable habitat present onsite. Would have been detectable.
Grindelia hirsutula var. maritima San Francisco gumplant	Federal State CNPS	SC CEQA 1B:2-2-3	Coastal bluff scrub, coastal scrub, Valley/foothill grassland, on sandy or serpentinite slopes. Found near the coast from San Luis Obispo to Marin counties.	Aug-Sept Perennial herb	None: suitable habitat present onsite. Would have been detectable.
Helianthella castanea Diablo helianthella		SC CEQA 1B:3-2-3	Broadleaf upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, and Valley/foothill grassland. Occurs in Alameda, Contra Costa, and San Mateo counties.	April-June Perennial herb	None: suitable habitat onsite. Would have been detectable

Family Scientific Name Common Name	Status		Habitat Affinities and Reported Localities in the Project Area	Blooming Period/ Life Form	Potential for Occurrence
Lessingia arachnoidea Crystal Springs lessingia	Federal State CNPS	SC CEQA 1B:3-2-3	Cismontane woodland, coastal scrub, Valley/foothill grasslands on serpentinite. Restricted to San Mateo County.	July-Oct Annual herb	None: no suitable habitat present onsite
Lessingia germanorum San Francisco lessingia	Federal State CNPS	PE CE 1B:3-3-3	Coastal scrub, sandy flats and remnant dunes. Restricted to San Francisco and San Mateo counties. Known from only 4 occurrences at the Presidio and 1 at western base of San Bruno Mountain.	Aug-Nov Annual herb	None: no suitable habitat present onsite.
Lessingia hololeuca woolly-headed lessingia	Federal State CNPS	none CEQA? 3:?-?-3	Coastal scrub, Valley/foothill grasslands on clay and sepentinite. Found from Monterey to Napa counties	June-Oct Annual herb	Low: marginally suitable habitat present onsite.
Pentachaeta bellidiflora white-rayed pentachaeta	Federal State CNPS	FE CE 1B:3-3-3	Open dry rock slopes, Valley/foothill grassland, often on serpentinite. Restricted to San Mateo County; presumed extinct in Marin and Santa Cruz counties	Mar-May Annual herb	None: no suitable habitat present onsite. Would have been detectable.
Boraginaceae					
Plagiobothrys chorisianus var. chorisianus Choris's popcorn flower	Federal State CNPS	none CEQA? 3:2-2-3	Moist, grassy sites in coastal scrub, coastal prairie and chaparral. Occurs in Santa Cruz, San Francisco and San Mateo counties.	April-June Annual herb	None: no suitable habitat present onsite. Would have been detectable.
Brassicaceae					
Arabis belpharophylla coast rock cress	Federal State CNPS	none CEQA? 4:1-1-3	Coastal prairie, coastal scrub, rocky coastal bluffs, grassy slopes, broadleaf upland forest. Known from Santa Cruz to Sonoma and Contra Costa counties.	Feb-April Perennial herb	Detected: present habitat present onsite. Would have been detectable.
Erysimum ammophilum coast wallflower	Federal State CNPS	SC none 1B:2-2-3	Chaparral (maritime), coastal dunes, and coastal scrub in sandy openings. Known from Monterey, Santa Cruz and San Mateo counties.	Feb-June Perennial herb	None: no suitable habitat onsite. Would have been detectable.
Erysimum franciscanum San Francisco wallflower	Federal State CNPS	SC CEQA? 4:1-2-3	Coastal dunes, coastal scrub, Valley/foothill grassland often on serpentinite or granitic soils. Restricted to near the coast from Santa Cruz to Sonoma counties.	Mar-June Perennial herb	None: marginally suitable habitat present onsite. Would have been detectable.
Caryophyllaceae					
Silene verecunda ssp. verecunda San Francisco campion	Federal State CNPS	SC CEQA 1B:3-2-3	Coastal bluffs, coastal scrub, dunes, on sandy or rocky soils. Known from fewer than 20 occurrences in Santa Cruz, San Mateo and San Francisco counties.	March-June Perennial herb	None: marginally suitable habitat present onsite. Would have been detectable.

Family Scientific Name Common Name	Status		Habitat Affinities and Reported Localities in the Project Area	Blooming Period/ Life Form	Potential for Occurrence
Equisetaceae					
Equisetum palustre marsh horestail	Federal State CNPS	none CEQA 1B:2-2-3	Marshes and swamps. Known from San Mateo, San Francisco and Lake counties and Oregon.	unknown Perennial herb (rhizomatous)	Low: suitable habitat present onsite. Might not have been detectable.
Ericaceae					
Artostaphylos andersonii Santa Cruz manzanita	Federal State CNPS	SC CEQA 1B:2-2-3	Broadleafed upland forest, chaparral, North Coast coniferous forests, in openings and at edges. Restricted to Santa Clara, Santa Cruz and San Mateo counties.	Nov-April Evergreen shrub	None: no suitable habitat present onsite. Would have been detectable.
Arctostaphylos hookeri ssp. fransiscana Franciscan manzanita	Federal State CNPS	SC CEQA 1A	Coastal scrub on sepentinite. Known only from San Francisco County; presumed extinct.	Feb-April Evergreen shrub	None: no suitable habitat present onsite. Would have been detectable.
Arctostaphylos hookeri ssp. ravenii Presidio manzanita	Federal State CNPS	FE CE 1B:3-3-3	Chaparral, coastal prairie and coastal scrub on serpentinite. Known from a single extant native occurrence on the Presidio,		None: no suitable habitat present onsite. Would have been detectable.
Arctostaphylos imbricata San Bruno Mt. manzanita	Federal State CNPS	PT CE 1B:3-3-3	Chaparral. Known from fewer than 5 occurrences near San Bruno Mountain, San Mateo County.	Feb-May Evergreen shrub	None: no suitable habitat present onsite. Would have been detectable.
Actostaphylos montaraensis Montara manzanita	Federal State CNPS	SC CEQA 1B:3-2-3	Maritime chaparral and coastal scrub on slopes and ridges. Known from approximately 10 occurrences on San Bruno and Montara mountains, San Mateo County	Jan-March Evergreen shrub	None: no suitable habitat present onsite. Would have been detectable.
Fabaceae					
Lupinus eximius San Mateo tree lupine	Federal State CNPS	SC CEQA 3:2-2-3	Chaparral and coastal scrub. Known from San Mateo County. Questionably also from Sonoma County.	April-June Evergreen shrub	None: no suitable habitat present onsite. Would have been detectable.
Lamiaceae					
Acanthomintha duttonii San Mateo thorn-mint	Federal State CNPS	FE SE 1B:3-3-3	Chaparral, Valley/foothill grassland, on serpentinite. Restricted to San Mateo County.	April-June Annual herb	None: no suitable habitat present onsite. Would have been detectable.
Monardella undulata curly-leaved monardella	Federal State CNPS	none CEQA? 4:1-2-3	Chaparral, coastal dunes, coastal scrub, lower montane coniferous forests (ponderosa pine sand hills), on sandy soils. Recorded from Sonoma to Santa Barbara counties.	May-July Annual herb	None: no suitable habitat present onsite. Would have been detectable.

Family **Scientific Name** **Common Name**	**Status**		**Habitat Affinities and Reported Localities in the Project Area**	**Blooming Period/ Life Form**	**Potential for Occurrence**
Monardella villosa ssp. globosa robust monardella	Federal State CNPS	none CEQA 1B:3-2-3	Openings in chaparral, cismontane woodland. Occurs from the San Francisco Bay Area to Humboldt County.	June-July Perennial herb (rhizomatous)	None: no suitable habitat present onsite. Would have been detectable.
Liliaceae					
Calochortus umbellatus Oakland star-tulip	Federal State CNPS	none CEQA? 4:1-2-3	Broadleafed and upland forest, chaparral, lower montane coniferous forest, Valley/foothill grassland, often on serpentinite. Known from Alameda, Contra Costa, Marin, Santa Clara and San Mateo counties. Presumed extirpated in Santa Cruz County.	Mar-May Perennial herb (bulbiferous)	Low: marginally suitable habitat present onsite. Might not have been detectable.
Fritillaria agrestis stinkbells	Federal State CNPS	none CEQA? 4:1-2-3	Chaparral, cismontane woodland, Valley/foothill grassland on clay or sometime serpentinite. Fairly widespread from Santa Barbara to Mendocino counties and east to the Sierra foothill counties.	Mar-April Perennial herb (bulbiferous)	low: marginally suitable habitat present onsite. Might not have been detectable.
Fritillaria biflora var ineziana Hillsborough chocolate lily	Federal State CNPS	none CEQA? 1B:3-3-3	Cismontane woodland, Valley/foothil grasslands, on serpentinite. Endemic to the Hillsborough area of San Mateo County.	Mar-April Perennial herb (bulbiferous)	Low: marginally suitable habitat present onsite. Might not have been detectable.
Fritillaria liliacea fragrant fritillary	Federal State CNPS	SC CEQA 1B:1-2-3	Coastal prairie, coastal scrub, Valley/foothill grassland near the coast, on clay or serpentinite. Known from throughout the Central Coast from Sonoma to Monterey counties and the San Francisco Bay Area.	Feb-April Perennial herb (bulbiferous)	Low: marginally suitable habitat present onsite. Might not have been detectable.
Lilium maritimum coast lily	Federal State CNPS	C CEQA 1B:2-3-3	Coastal prairie, coastal scrub, bogs, closed-cone coniferous forest, broadleafed upland forest, and North Coast coniferous forest. Restricted to Mendocino, Sonoma and possibly San Francisco counties, presumed extinct in Marin and San Mateo counties.	June-July Perennial herb (bulbiferous)	None: no suitable habitat present onsite. Would have been detectable.
Limnanthaceae					
Limnanthes douglasii ssp sulphurea Point Reyes meadowfoam	Federal State CNPS	SC CE B:3-2-3	Coastal prairie, mesic meadows, freshwater marsh, and vernal pools. Known from Marine and San Mateo counties.	Mar-May Annual herb	None: marginally suitable habitat present onsite. Would have been detectable.

Family Scientific Name Common Name	Status		Habitat Affinities and Reported Localities in the Project Area	Blooming Period/ Life Form	Potential for Occurrence
Linaceae					
Hesperolinon breweri Brewer's dwarf flax	Federal State CNPS	SC CEQA 1B:2-2-3	Chaparral, cismontane woodlands, Valley/foothill grassland, mostly on serpentinite. Found in Napa, Solano, and Contra Costa counties.	May-July Annual herb	None: no suitable habitat present onsite. Would have been detectable.
Orchidaceae					
Piperia michaelii Michael's rein orchid	Federal State CNPS	none CEQA 4:1-2-3	Coastal bluff scrub, closed-cone coniferous forest, cismontane woodland and lower montane coniferous forest. Coastal from San Luis Obispo to Humboldt counties and the San Francisco Bay Area; expected in the Sierra foothills.	May-Aug Perennial herb	None: no suitable habitat present onsite. Might not have been detectable.
Poaceae					
Elymus californicus California bottle-brush grass		none CEQA? 4:1-1-3	North Coast coniferous forests. Known from Monterey, Marin, Santa Cruz, San Mateo and Sonoma counties.	June-Aug Perennial herb	None: no suitable habitat present onsite. Would have been detectable.
Hordeum intercedens vernal barley	Federal State CNPS	none CEQA? 3-?-2-2	Valley/foothill grasslands (saline flats and depressions) and vernal pools. Widespread in southern California, the Central Valley and the Central Coast.	Mar-June Annual herb	None: no suitable habitat present onsite. Would have been detectable.
Polemoniaceae					
Linathus acicularis bristly linanthus	Federal State CNPS	none CEQA? 4:1-2-3	Chaparral, cismontane woodland, coastal prairie and Valley/foothill grassland. Known from Humboldt County to San Mateo County on the coast to Fresno County.	April-July Annual herb	Low: marginally suitable habitat present onsite. Would have been detectable
Linanthus ambiguus serpentine linanthus	Federal State CNPS	none CEQA? 4:1-2-3	Cismontane woodland, coastal scrub, Valley/foothill grassland, usually on serpentinite. Known from the Bay Area and San Joaquin Valley.	Mar-June Annual herb	None: no suitable habitat present onsite. Would have been detectable.
Linanthus grandiflorus large-flower linanthus	Federal State CNPS	none CEQA? 4:1-2-3	Coastal bluff scrub, closed-cone coniferous forest, coastal dunes, coastal prairie, coastal scrub, Valley/foothill grassland. Known from Sonoma to San Luis Obispo counties and the San Joaquin Valley.	April-July Annual herb	Low: marginally suitable habitat present onsite. Would have been detectable.

Family Scientific Name Common Name	Status		Habitat Affinities and Reported Localities in the Project Area	Blooming Period/ Life Form	Potential for Occurrence
Polygonaceae					
Chorizanthe cuspidata var. cuspidata San Francisco Bay spineflower	Federal State CNPS	SC CEQA? 1B-2-2-3	Coastal prairie, coastal dunes, coastal scrub and coastal bluff scrub on sandy soils. Known from San Mateo to Sonoma counties; (possibly in Santa Clara County). Presumed extinct in Alameda County.	April-June annual herb	None: no suitable habitat present onsite. Would have been detectable.
Chorizanthe robusta var. robusta robust spineflower	Federal State CNPS	FE CEQA 1B:3-3-3	Cismontane woodland (openings), coastal dunes, coastal scrub (sandy locations). Restricted to Monterey and Santa Cruz counties; believed extirpated in Alameda, Santa Clara and San Mateo counties	May-Sept Annual herb	None: no suitable habitat present onsite. Would have been detectable.
Eriogonum luteolum var. caninum Tiburon buckwheat	Federal State CNPS	none CEQA? 3:?-2-3	Chaparral, coastal prairie, Valley/foothill grassland on serpentinite. Known from Colus and Lake counties to San Mateo County.	June-Sept Annual herb	None: no suitable habitat present onsite. Would have been detectable.
Portulacaea					
Calandrinia breweri Brewer's calandrinia	Federal State CNPS	none CEQA? 4:1-2-2	Chaparral and coastal scrub on sandy or loamy, disturbed and burned sites. Known from Napa and Mendocino counties, throughout the Central Coast to San Diego.	Mar-June Annual herb	None: marginally suitable habitat present onsite. Would have been detectable.
Rosaceae					
Horkelia cuneata ssp. sericea Kellogg's horkelia	Federal State CNPS	SC CEQA 1B:3-3-3	Closed-cone coniferous forest, old dunes and coastal scrub. Restricted to coastal areas from Santa Barbara to San Mateo counties; presumed extinct in San Francisco, Alameda and Marin counties.	April-Sept. Perennial herb	Low: suitable habitat present onsite. Would have been detectable.
Horkelia marinensis Point Reyes horkelia	Federal State CNPS	SC CEQA 1B:3-1-3	Coastal dunes, coastal prairie, and coastal scrub. Known from Santa Cruz, San Mateo, Marin, and Mendocino counties.	May-Sept Perennial herb	Low: suitable habitat present onsite. Would have been detectable.
Potentilla hickmanii Hickman's cinquefoil	Federal State CNPS	PE CE 1B:3-3-3	Coastal bluff scrub, closed-cone coniferous forest, vernally wet meadows, and freshwater marshes. Recorded in Monterey County, believed extinct in San Mateo and Sonoma counties.	April-Aug Perennial herb	Low: suitable habitat present onsite. Would have been detectable.

Family Scientific Name Common Name	Status		Habitat Affinities and Reported Localities in the Project Area	Blooming Period/ Life Form	Potential for Occurrence
Scrophulariaceae					
Collinsia multicolor San Francisco collinsia	Federal State CNPS	none CEQA? 4:1-1-3	Closed-cone coniferous forest and coastal scrub, on moist, more or less shady sites. Restricted to Monterey, Santa Cruz, San Francisco and San Mateo counties.	Mar-May Annual herb	Low: suitable habitat present onsite. Would have been detectable.
Pedicularis dudleyi Dudley's lousewort	Federal State CNPS	SC SR 1B:3-2-3	Maritime chaparral, North Coast coniferous forest, Valley/foothill grassland, Restricted to San Luis Obispo, Monterey and San Mateo counties. Believed extirpated in Santa Cruz county.	April-June Perennial herb	Low: suitable habitat present onsite. Would have been detectable.
Triphysaria floribunda San Francisco owl's-clover	Federal State CNPS	SC CEQA 1B:2-2-3	Coastal prairie, foothill/valley grassland, on clay on serpentinite. Known from Marine, San Francisco and San Mateo counties.	April-May Annual herb	Low: suitable habitat present onsite. Would have been detectable.
Thymelaeaceae					
Dirca occidentalis western leatherwood	Federal State CNPS	none CEQA 1B:2-2-3	Broadleaf upland forest, closed cone coniferous forest, chaparral, cismontane woodland, North Coast coniferous forest, riparian forest and riparian woodland. Restricted to brushy slopes and mesic sites. Known from San Mateo to Sonoma counties	Jan-April Deciduous shrub	None: marginally suitable habitat present onsite. Would have been detectable.

1. Source: Environmental Collaborative, 1997. Biological Resource Assessment for the San Francisco County Jail No. 3 Site, prepared for Baseline Environmental Consulting, San Francisco, CA

EXPLANATION OF SENSITIVITY STATUS CODES

AGENCIES

USFWS=U.S. Fish and Wildlife Service
CDFG=California Department of Fish and Game
CNPS=California Native Plant Society
BLM=Bureau of Land Management
USFS=U.S. Forest Service

CALIFORNIA NATIVE PLANT SOCIETY DESIGNATIONS

List 1: Plants of highest priority
List 1A: Plants presumed extinct in California
List 1B: Plants rare and endangered in California and elsewhere
List 2: Plants rare and endangered in California but more common elsewhere
List 3: Plants about which additional data are needed
List 4: Plants of limited distribution

CNPS R-E-D Codes

R (Rarity)

1=Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction or extirpation is low at this time.
2=Occurrence confined to several populations or to one extended population.
3=Occurrence limited to one or a few highly restricted populations, or present in such low numbers that it is seldom reported.
?=More data are needed

E (Endangerment)

1=Not endangered
2=Endangered in a portion of its range
3=Endangered throughout its range
?=More data are needed

D (Distribution)

1=More or less widespread outside California
2=Rare outside California
3=Endemic to California
?=More data are needed

FEDERAL DESIGNATIONS

FE=listed as Endangered by the Federal Government
FT=listed as Threatened by the Federal Government
FPE=proposed as Endangered by the Federal Government
FTE=proposed as Threatened by the Federal Government
FSS=federal sensitive species, as listed by BLM and USFS
C[1]=Candidate; taxa for which USFWS has sufficient biological information to support a proposal to list as Endangered or Threatened).
SC[1]=Species of Concern
MB=migratory non-game birds of management concern to the USFWS; protected under the Migratory Bird Treaty Act.

CALIFORNIA DEPT. OF FISH AND GAME DESIGNATIONS

CE=Listed as Endangered by the State of California
CR=Listed as Rare by the State of California
CT=Listed as Threatened by the State of California
CPE=Proposed for listing as Endangered
SSC=California Species of Special Concern
*=taxa that are restricted in distribution, declining throughout their range, or associated with habitats that are declining in California.
CEQA=taxa which are considered to meet the criteria for listing as Endangered, Threatened or Rare by the CDFG; impacts to such taxa must be addressed in CEQA documents.
CEQA?=Taxa that might be locally significant; should be evaluated for consideration during preparation of CEQA documents, as recommended by the CDFG.

note: currently, all CNPS list 1B and 2 taxa are considered "Special Plants" by the CDFG.

[1] As of Feb. 28, 1996, all Category 1 candidate taxa are now regarded merely as Candidates. The USFWS ceased to maintains lists of Category 2 and Category 3 candidate taxa; Category 2 taxa are now regarded as Species of Concern.

TABLE G-2

POTENTIALLY OCCURRING SPECIAL-STATUS WIDLIFE SPECIES AT THE COUNTY JAIL EXPANSION AREAS

Scientific Name Common Name	Status	Habitat Affinities	Potential for Occurrence Onsite
Reptiles and Amphibians			
Thamnophis sirtalis tetrataenia San Francisco garter snake	FE SE	Ponds and reservoirs of San Mateo County.	Low. Suitable habitat and prey species onsite. None detected during surveys.
Rana aurora draytonii California red-legged frog	FT CSC	Quiet pools of streams and marshes with suitable vegetative cover.	Detected. Found in sludge pond, marshes, and abandoned sewage tank.
Birds			
Riparia riparia bank swallow	ST	Nest in riparian areas with vertical banks or cliffs with fine-textured or sandy soil for nesting holes.	None. No suitable habitat.
Geothlypis trichas sinuosa saltmarsh common yellowthroat	CSC	Emergent saltmarsh wetlands.	None. No saltmarsh habitat.
Rallus longirostris obsoletus California clapper rail	FE SE	Coastal wetlands and brackish areas around San Francisco, Monterey, and Morro Bays.	None. No suitable habitat.
Mammals			
Taxidea taxus American badger	CSC	Drier open areas of shrub, forest, and herbaceous habitats, with friable soils.	Low. No badger sign detected during surveys.
Invertebrates			
Danaus plexippus monarch butterfly	*	Overwinter in wooded areas with trees of mixed height and trunk diameter. A nearby source of water and nectar plants are also important.	Low. Potential roost trees on site. No known occurrences during the winter.
Euphydryas editha bayensis bay checkerspot butterfly	FT	Serpentine grasslands.	None. No suitable habitat.
Icaricia icarioides missionensis mission blue butterfly	FE	Coastal grasslands and sage scrub habitats where the larval food plants (three species of lupine) grow.	Detected. Found in coastal scrub habitat above access road to water tank.
Incisialia (Callophrys) mossii bayensis San Bruno elfin butterfly	FE	Rock outcrops in coastal sage scrub or grassland habitats where the larval food plant, *Sedum spathulifolium*, grows.	Low. Potential habitat but not found during surveys.
Lichnanthe ursina bumblebee scarab beetle	FSC	Sand dune beaches in Pacifica area.	None. No suitable habitat.
Caecidotea tomalensis Tomales isopod	FSC	Brackish water.	None. No suitable habitat.

Scientific Name Common Name	Status	Habitat Affinities	Potential for Occurrence Onsite
Calicina minor Edgewood blind harvestman	FSC	Serpentine grassland or oak woodland. Restricted to area around Edgewood Park in San Mateo County.	None. No suitable habitat.
Microcina edgewoodensis Edgewood Park microblind harvestman	FSC	Serpentine grassland or oak woodland. Restricted to area around Edgewood Park in San Mateo County.	None. No suitable habitat.
Calicina serpentinea Serpentine phalangid	CSC	Serpentine grassland or oak woodland. Recorded throughout Bay Area.	None. No suitable habitat.
Speyeria zerene myrtleae Myrtle's silverspot	FE	Stabilized sand dunes and coastal prairie where its larval food plant, *Viola adunca*, grows.	None. No suitable habitat.
Speyeria callippe callippe silverspot butterfly	FPE	Coastal grasslands where its larval food plant, *Viola pedunculata*, grows.	None. No suitable habitat.
Speyeria adiaste adiaste unsilvered fritillary butterfly	FSC	Grassland pockets in or near redwood-oak woodlands where its larval food plant, *Viola pedunculata*, grows.	None. No suitable habitat.
Hydrochara rickseckeri Ricksecker's water scavenger beetle	FSC	Natural history is poorly understood. Inferred to inhabit relatively calm, shallow water of ponds, streams, marshes, or lakes.	Low. None detected during surveys.
Hydroporus leechi Leech's Skyline diving beetle	FSC	Natural history is poorly understood. Known from a single pond in Pacifica.	Low. None detected during surveys.
Nothochrysa californica San Francisco lacewing	FSC	Natural history is poorly understood. Found in oak woodland where *Quercus agrifolia* is dominant.	None. No suitable habitat.
Adella oplerella Opler's longhorn moth	FSC	Serpentine grasslands where its larval food plant, *Platystemon californicus*, grows.	Low. None found during surveys. No serpentine grassland, but several hundred individuals of *Platystemon californicus* were found onsite.

FE	Federally Endangered
FT	Federally Threatened
FPE	Federally Proposed Endangered
FSC	Federal Species of Concern
SE	State Endangered
ST	State Threatened
CSC	California Species of Special Concern

* Possible future designation as the national insect.

ENVIRONMENTAL COLLABORATIVE

CONSULTATION • DOCUMENTATION • RESTORATION
127 Western Drive • Pt Richmond. CA 94801 • (510) 236-2361

MEMORANDUM

TO:
Angie Wulfow, U.S. Army Corps of Engineers, Regulatory Functions Branch
Mike Tabot, U.S. Fish and Wildlife Service, Endangered Species Division
Shiela Larsen, U.S. Fish and Wildlife Service, Endangered Species Division
David Wright, U.S. Fish and Wildlife Service. Endangered Species Division
Margaret Roper, California Department of Fish and Game, Region 3
Frank Filice, City and County of San Francisco, Department of Public Works
Yane Nordhav, Baseline Environmental Consulting

FROM:
Jim Martin
ENVIRONMENTAL COLLABORATIVE
127 Western Drive
Pt. Richmond, CA 94801

DATE: 5 January 1998

SUBJECT:
Proposed Mitigation Framework
Seasonal Wetlands and Habitat for Special-Status Species
San Francisco County Jail #3 Project
San Bruno, California

Outlined below is a draft of the mitigation framework that will be used in finalizing the detailed plans addressing mitigation for potential impacts to seasonal wetlands and habitat for special-status species as a result of implementing the proposed jail replacement project at the San Francisco County Jail #3 site in San Bruno, California. Figure 1 shows the existing site improvements and proposed mitigation features. Attached are preliminary plans (Sheets 1 through 3) of the proposed wetlands and biological mitigation for the project. Sheet 1 shows the site boundaries, extent of existing wetlands, limits of the proposed jail replacement building footprint, and location of proposed mitigation areas. Sheets 2 and 3 show details of the proposed wetlands and biological mitigation improvements.

ENVIRONMENTAL COLLABORATIVE prepared a *Biological Resource Assessment*[1] (BRA) for the site as part of preliminary planning for the proposed jail replacement project, which you should each have a copy of for your use. The BRA contains a discussion of the regulatory framework affecting development of the site, description of biological resources on the site, and biological constraints which must be considered in planning the proposed improvements. Biological resources on the site described in the BRA include natural communities and associated wildlife, special-status species and sensitive natural communities, and wetlands. The results of a detailed wetland delineation[2] are summarized in the BRA, as are the results of status surveys for special-status species which were conducted simultaneously with preparation of the BRA. Status surveys were conducted for San Francisco garter snake (SFGS) and California red-legged frog (CRF)[3] and invertebrate species of concern[4], copies of which are contained in Appendix B of the BRA. As discussed in the BRA, special-status species encountered on the site were limited to the federally-threatened CRF and the federally-endangered mission blue butterfly (MBB).

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[1] ENVIRONMENTAL COLLABORATIVE. 1997. *Biological Resource Assessment for the San Francisco County Jail No. 3 Site*, prepared for BASELINE Environmental Consulting, dated 1 August.

[2] ENVIRONMENTAL COLLABORATIVE. 1997. *Wetland Update and Expanded Delineation*, prepared for Baseline Environmental Consulting, dated 1 June.

I'll be preparing a detailed mitigation plan incorporating the information below and your comments on the framework. I would appreciate your input on the adequacy of the mitigation framework by 23 January 1998 so that a draft of the detailed Mitigation Plan will be available for your review by the end of January. Please feel free to contact me at 510/236-2361 if you have any questions or need additional information, and thanks for your attention to this project, which I think will have a significant benefit not only to the species of concern, but wildlife use of the site in general as well.

Summary of Potential Impacts

As described in the BRA, sensitive resources which would be affected by the proposed jail expansion include:

- filling of approximately 0.33 acres of ruderal wet meadow habitat at the northwestern edge of the wetland complex;
- loss of 0.33 acres of marginal foraging habitat for CRF in the wetlands to be filled; and
- loss of marginal foraging habitat for larval MBB on the cut slope above the existing water tank, representing a loss of approximately 1,500 ft^2 of lupine (*Lupinus albifrons*) host plant cover.

As no SFGS, special-status plant species, or other invertebrate species of concern were encountered on the site during the detailed surveys, the proposed jail expansion project should not adversely impact any of these species. No San Bruno elfin butterfly were observed during the invertebrate surveys and suitable habitat for this federally-endangered species observed on the site would be outside the limits of construction, and no adverse impacts are anticipated. Similarly, the two populations of coast rock cress (*Arabis blepharophylla*) encountered on the site would be located outside the limits of proposed construction and not affected by the project. Coast rock cress is maintained on List 4 of the California Native Plant Society's *Inventory of rare and Endangered Vascular Plants of California*, has no legal protective status under the state or federal Endangered Species Acts, and would not be considered rare under Section 13580 of the CEQA Guidelines.

Overall Mitigation Goals

Biological and wetland mitigation goals for the jail replacement project are listed below.

1. Comply with environmental permit conditions.

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[3] McGinnis, Samuel, 1997, *The Status of the San Francisco Garter Snake (Thamnophis sirtalis tetraenia) and the California Red-Legged Frog (Rana aurora draytonii) on the San Francisco County Jail No. 3 Property, San Bruno*, prepared for Baseline Environmental Consulting, dated 10 July.

[4] Arnold, Richard, 1997, *San Francisco Jail Expansion Project in San Bruno, Status Surveys for Mission Blue and San Bruno Elfin, Habitat Suitability for Special-Status Invertebrates*, dated 17 July.

2. Require that the proposed project and mitigation provisions do not decrease the likelihood of recovery, jeopardize the continued existence, or result in the destruction or adverse modification of critical habitat for special-status species, including CRF and MBB.

3. Create replacement habitat for CRF and MBB which will increase the extent and value of suitable habitat for these species on the site.

4. Preserve the remaining undisturbed wetlands and create replacement wetland habitat of greater extent and higher habitat value than the area of ruderal wetlands to be filled.

5. Provide successful mitigation by defining appropriate performance standards, conducting biological monitoring during project construction and for a minimum of five years following construction, and implementing remedial measures where warranted based on monitoring data.

Summary of Mitigation Components

The following summarizes the major approach to providing mitigation for identified impacts on wetlands and habitat for CRF and MBB. The basic approach to mitigation is based on input received during the wetland verification with Angie Wulfow of the Corps on 7 July 1997 and a field visit with Mike Weftphal of the Fish and Wildlife Service on 22 July 1997. Details of construction and postconstruction monitoring provisions will be defined in consultation with agency representatives, but will extend a minimum of five years following completion of the jail replacement construction. Figure 1 shows the preliminary locations of specific features addressed in the mitigation below.

Wetland Mitigation

The anticipated loss of approximately 0.33 acres of ruderal wet meadow wetland habitat will be mitigated through out-of-kind replacement by creating a permanent pond and associated freshwater marsh and riparian vegetation, preferably at the eastern edge of the existing wetland complex. The created wetland will be located within existing upland habitat, replacing ruderal non-native grassland cover. In addition, a 45 foot-long segment of existing culvert within the wetland complex will be removed to improve habitat in this location and replace upgradient drainage channels to be filled as part of the project. Details of the pond design and wetland mitigation are as follows:

- The pond will cover a minimum surface area of 0.4 acres, with a maximum depth of approximately 4 feet below the mean winter water level (deep water habitat). Water elevations will be maintained through a combination of stream diversion and possibly the non-potable pressurized water system used to irrigate the fields, as discussed below. This design will provide for good bottom algal and vascular plant growth throughout the entire pond floor area, creating maximum grazing opportunities for CRF tadpoles.

- Pond construction will be directed by the project engineer and project biologists. Before construction begins, tests will be conducted to determine the porosity of soils at the pond location. If test results indicate more that minimal water loss through seepage, recommendations will be developed in consultation with the project geotechnical engineer to determine the best means for sealing the basin (clay lining, bentonite application, etc.). If a clay lining of site soils is considered feasible, the basin will be over-excavated and lined to the desired grade. Soils in the wetland establishment zone will be scarified and eventually seeded or planted with selected materials.

- A shallow ditch, lined with riprap, will be constructed as a spillway to allow for excess water in the pond to flow into the wetland complex to the northwest in a non-erosive fashion. The spillway will be sited at a point where cut and fills meet, thereby minimizing the potential for severe erosion on the face of the berm used to create the pond.

- A zone of emergent freshwater marsh and seasonal wetland will be established around the perimeter of the pond. The side slopes of the pond shoreline will vary to ensure suitability for CRF and provide for diversity of habitat. Above existing grade, the north and east shorelines of the pond will have slopes of approximately 2:1 (minimizing the amount of fill for the berm to create the pond), providing an abrupt transition to deepwater habitat, little opportunity for establishment of dense emergent vegetation (ie. cattail), and allowing for rapid retreat of frogs basking on the shoreline. Wetland vegetation on these shorelines will form a narrow band approximately two to five feet in width, composed of smaller freshwater marsh species found on the site. The other two shorelines will have slopes of from 3:1 to 5:1 to allow for establishment of a wider band of wetland vegetation, from five to ten feet in width. Typical species to be established along the shoreline include: bulrush (*Scirpus* spp.), tall flat sedge (*Cyperus eragrostis*), and brown-headed rush (*Juncus phaeocephalus* var. *phaeocephalus*), with transitional species such as rabbitsfoot grass (*Polypogon monspeliensis*), loosestrife (*Lythrum hyssopifolia*), and common rush (*Juncus effusus* var. *brunneus*) at upper elevations. Wetland vegetation will be established through a combination of plug plantings and seeding from material collected on-site.

- Native blackberry (*Rubus ursinus*) and California rose (*Rosa californica*) will be planted in the upland of non-native grassland between the created pond and the agricultural fields to the east to provide a visual buffer from the actively managed fields. Plantings of California rose will be made on 10-foot centers and clustered to form clumps of shrubs. California blackberry will be planted sporadically on 20-foot centers to create an open barrier south of the pond. Plantings will be setback a minimum of 20 feet from the shoreline and 10 feet from the existing access road at the northern end of the agricultural field.

- The water supply to the new pond will be by diversion from the intermittent stream which enters the wetland complex near the sewer treatment plant, and possibly a second diversion from the intermittent stream north of the agricultural fields. The diversion structures will be constructed at appropriate locations to allow for gravity flows through a buried 4-6 inch diameter PVC pipe during peak runoff periods. A backup water supply system will also be installed and tied into an on-site water supply to ensure a source of water during summer months to maintain water in the pond. A float valve will be used to regulate water levels by triggering the backup water supply system.

- The large clump of giant reed (*Arundo donax*) located at the easter edge of the abandoned sludge drying bed will be removed and this species prevented from becoming re-established due to its invasive characteristics.

- The 45-foot long segment of corrugated metal pipe along the drainage in the northeastern portion of the marsh complex will be removed along with minor areas of fill, and wetland vegetation will be allowed to re-establish itself naturally in this location. Contours along the culverted segment of the drainage will be restored to a natural grade appropriate for establishment of wetland vegetation.

- Best management practices will be implemented to minimize the potential for project-generated sedimentation in wetland habitat. Use of silt fences, hay bales, hydromulching, and sedimentation basins will be incorporated into a detailed erosion control plan for the project, with particular attention given to the interface between the existing wetland and the expanded fill pad for the new jail. Creation of a small, permanent basin will be considered as a mechanism to intercept urban pollutants in runoff from impervious surfaced within the jail complex before discharging into the wetlands. The permanent basin would be a grass-lined feature, located in existing upland habitat of ruderal grassland, possibly northeast of the proposed fill pad to the new jail building.

California Red-legged Frog

The newly created pond will serve as a permanent breeding location for CRF. The absence of a permanent breeding pond was considered by McGinnis to be a limiting factor in the size of the existing CRF population. No ranid frog larva were observed anywhere within the marsh or riparian scrub habitat, and it is possible that the abandoned tanks in the sewer treatment plant were the only locations where breeding by CRF was successful in 1997. However, the dry tanks and open portions of the existing sewer pump station represent a threat to adult frogs, as does the fact that the existing maintenance road separates the abandoned tanks from foraging habitat in the wetland complex. Creating a new pond adjacent to the wetland complex will expand the breeding habitat and provide better connectivity between breeding and foraging habitat. Additional provisions related to protection and enhancement of CRF habitat on the site include the following.

- Establish a conservation easement over the entire wetland complex and adjacent uplands to permanently protect habitat for CRF. The conservation easement will extend from the south side of County Jail Road to the north, the eastern edge of the proposed fill slope for the new jail building to the northwest, the north side of the maintenance road along the southwestern edge of the wetland complex, the northern edge of the agricultural fields, and the western edge of Sneath Lane to the northeast. The easement will prohibit any additional grading or development within the identified area unless required for utility maintenance, specify vegetation and water quality management practices, and prohibit stocking the new pond with mosquito fish and bullfrog to limit predation of CRF.

- Prevent any loss of CRF in areas proposed for construction by installing barrier fencing along the eastern edge of the new fill slope for the new jail building and vicinity of the new pond, conducting a preconstruction survey outside the limits of barrier fencing prior to initiation of grading, and relocating any frogs found within the construction zone. A substantial barrier will be constructed at the based of the proposed fill slope where the new jail building is to be located and perimeter of the new pond construction location. The substantial barrier will be composed of 3/4-inch thick, 4 x 8-foot exterior grade plywood sheets, joined lengthwise and buried approximately one foot below grade. The sheets will be braced both vertically and horizontally. Silt fencing will be used as barrier fencing at other locations, consisting of a continuous hard cloth material buried at least six inches into the ground and extending at least 4 feet vertically above the ground surface to prevent CRF from entering construction areas. The barrier fencing will be inspected weekly to ensure that no gaps develop which could allow for access by CRF.

- While the possibility of establishment of bullfrog, mosquito fish, and other predators appears unlikely given the restricted access to the site and absence of any known bullfrog populations in the vicinity, the new pond will be equipped with a gravity drain system to allow for dewatering should these species become established. The drain will be screened at the intake point to prevent escape of bullfrog and fish into the wetland complex, and allow individuals to be destroyed as the pond drains and drys.

- The abandoned sludge drying bed will be temporarily filled as necessary to maintain a constant water level and provide more secure pond habitat for CRF during construction of the new pond. A float valve will be used to regulate water levels by triggering the backup water supply system. Maintaining water levels in the abandoned drying bed should provide more secure habitat for adult frogs during construction and minimize the potential for dispersal if the feature were to dry just prior to construction of the new pond. Disposition of the temporary pond following completion of the new pond and established use by CRF will be resolved in consultation with jurisdictional agencies.

- Unused tanks in the sewer treatment plant should be filled or fitted with either solid or heavy hardware cloth covers supported by a metal framework to exclude access by CRF. All but the two tanks used for breeding will be sealed prior to initiation of construction. Once the new pond functions correctly and has been successfully used for breeding by CRF for a minimum of two years, the two tanks used for breeding will be filled in the late summer to prevent continued use by CRF. Any frogs in the two tanks will be relocated to the pond prior to filling.

Mission Blue Butterfly

Most of the preferred habitat for MBB on the site will be avoided, with approximately 1,500 ft^2 of lupine host plants removed to accommodate the new water tank. These plants have become naturally established on the cut slope adjacent to and above the existing water tank, and are separated from preferred habitat where MBB were observed by a dense stand of Monterey cypress. Grading to accommodate the replacement tank will require a new cut slope that may extend into the cypress trees, but most of the stand will be retained during construction to provide a separation with the preferred MBB habitat. Once tank construction has been completed, most of the remaining trees will be removed and the slope between the new tank and preferred MBB habitat restored as butterfly habitat. The habitat restoration will be based on butterfly habitat revegetation successfully used on the adjacent Golden Gate National Recreation Area lands along Sweeney Ridge[5]. Following revegetation, over 10,000 ft^2 of butterfly habitat will be created upslope and to the west of the water tank, providing a minimum 5:1 replacement ratio for the marginal habitat on the existing cut slope. Specific provisions related to protection and replacement of MBB habitat are as follows:

- Lupine plants on the cut slope above the existing water tank will be removed in early-spring (March) prior to construction to prevent possible adult MBB use of these host plants.

- Preferred habitat for MBB will be staked and flagged prior to construction and the area identified as a no disturbance zone on grading plans. This will also protect habitat for San Bruno elfin butterfly and coast rock cress west of the water tank.

- The limits of proposed grading above the existing water tank will be designed to preserve a portion of the dense stand of Monterey cypress to provide a temporary buffer between proposed construction activities and preferred habitat for MBB.

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[5] United States Department of Interior, National Park Service, Golden Gate National Recreation Area, 1995, *NEPA Compliance for Notch Trail Restoration and Minor Reroute, L7617(GOGA-RMPPC)*, approved 31 May, and *Restoration Action Plan, Golden Gate National Recreation Area, Notch Trail Realignment (Sweeney Ridge)*, undated.

- Construction-generated dust will be carefully monitored and frequent watering of the water tank construction site used to minimize the potential for adverse dust conditions.

- Following completion of the new tank, the cut slope and most of the existing stand of Monterey cypress will be revegetated as MBB habitat. Remaining trees in the eastern two-thirds of the grove will be removed above the water tank in the summer months following the end of the adult MBB flight season (after June). Excessive duff which has accumulated under trees will also be removed to create a suitable planting substrate. A small area of trees will be retained to provide screening of the tank in views from the parklands.

- Butterfly habitat revegetation will consist of: hand broadcast seeding of purple needlegrass (*Nassella pulchera*); small plugs of purple needlegrass, coast buckwheat (*Eriogonum latifolium*), and silver bush lupine; and direct seeding of silver bush lupine. Plant material will be collected onsite and/or other local sources. Lupine seeds will be lightly scarified before sowing. Grass plugs will be planted on 2-foot centers, assuming 90 percent relative cover. Coast buckwheat plugs will be planted on 2-foot centers assuming 10 percent relative cover. Silver bush lupine will be planted on 3-foot centers, assuming 25 percent relative cover. Outplanting will be performed in the late fall and early winter to improve establishment success and avoid need for short-term irrigation.

- Invasive non-native species (ie. Monterey cypress, Monterey pine, broom, gorse, and pampas grass) will be completely eradicated from the revegetation area and new seedlings removed as part of annual maintenance of the MBB habitat area.

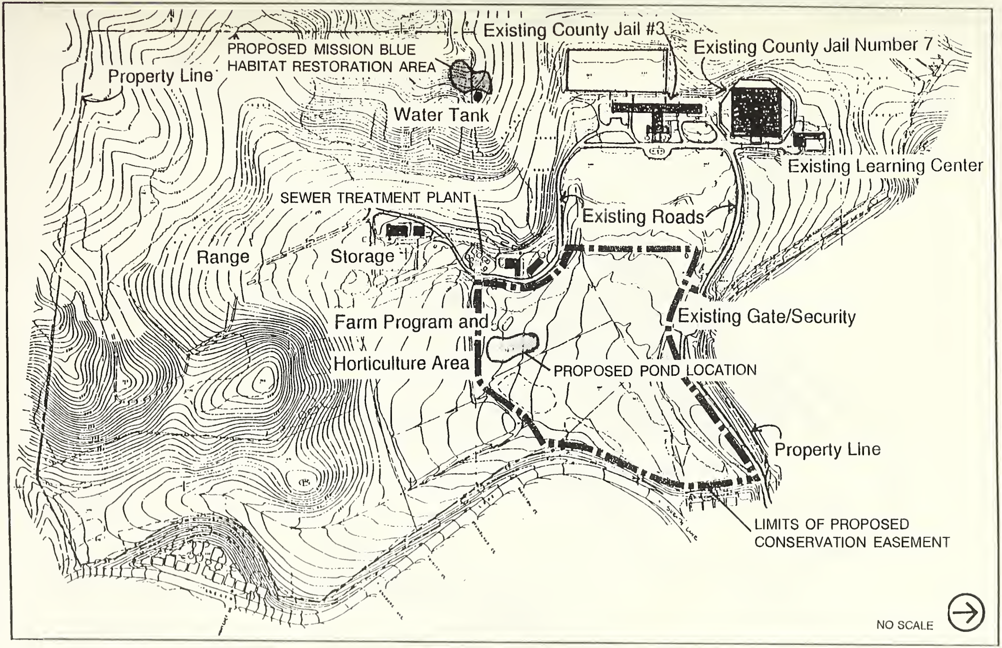
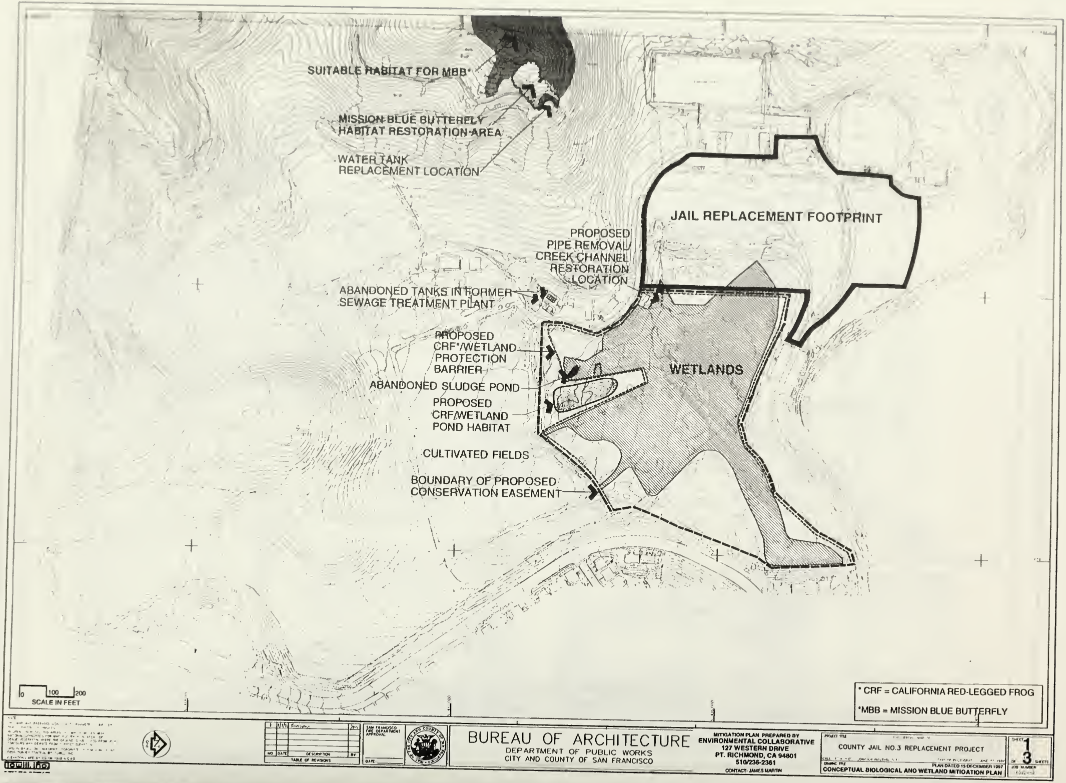


FIGURE 1. EXISTING SITE IMPROVEMENTS AND PROPOSED MITIGATION FEATURES



SUITABLE HABITAT FOR MBB*
MISSION BLUE BUTTERFLY HABITAT RESTORATION AREA
WATER TANK REPLACEMENT LOCATION
JAIL REPLACEMENT FOOTPRINT
PROPOSED PIPE REMOVAL/ CREEK CHANNEL RESTORATION LOCATION
ABANDONED TANKS IN FORMER SEWAGE TREATMENT PLANT
PROPOSED CRF*/WETLAND PROTECTION BARRIER
ABANDONED SLUDGE POND
PROPOSED CRF/WETLAND POND HABITAT
WETLANDS
CULTIVATED FIELDS
BOUNDARY OF PROPOSED CONSERVATION EASEMENT
0 100 200
SCALE IN FEET
* CRF = CALIFORNIA RED-LEGGED FROG
*MBB = MISSION BLUE BUTTERFLY

TABLE OF REVISIONS

SAN FRANCISCO FIRE DEPARTMENT APPROVAL

BUREAU OF ARCHITECTURE
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO

MITIGATION PLAN PREPARED BY
ENVIRONMENTAL COLLABORATIVE
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PT. RICHMOND, CA 94801
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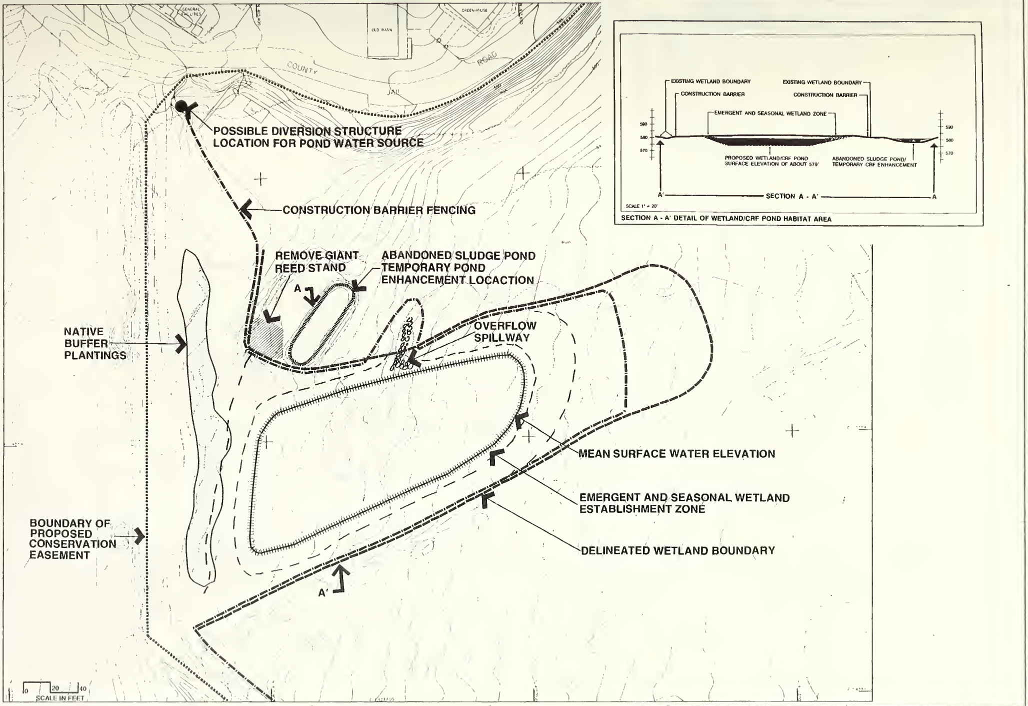
CONTACT: JAMES MARTIN

PROJECT TITLE
COUNTY JAIL NO.3 REPLACEMENT PROJECT

DRAWING TITLE
PLAN DATED 15 DECEMBER 1997
CONCEPTUAL BIOLOGICAL AND WETLAND MITIGATION PLAN

SHEET 1 OF 3 SHEETS


POSSIBLE DIVERSION STRUCTURE LOCATION FOR POND WATER SOURCE
CONSTRUCTION BARRIER FENCING
REMOVE GIANT REED STAND
ABANDONED SLUDGE POND TEMPORARY POND ENHANCEMENT LOCACTION
NATIVE BUFFER PLANTINGS
OVERFLOW SPILLWAY
MEAN SURFACE WATER ELEVATION
EMERGENT AND SEASONAL WETLAND ESTABLISHMENT ZONE
DELINEATED WETLAND BOUNDARY
BOUNDARY OF PROPOSED CONSERVATION EASEMENT
A
A'
COUNTY
JAIL
ROAD
OLD BARN
GREENHOUSE
GENERAL FACILITIES
0
20
40
SCALE IN FEET
EXISTING WETLAND BOUNDARY
CONSTRUCTION BARRIER
EMERGENT AND SEASONAL WETLAND ZONE
EXISTING WETLAND BOUNDARY
CONSTRUCTION BARRIER
590
580
570
PROPOSED WETLAND/CRF POND SURFACE ELEVATION OF ABOUT 579'
ABANDONED SLUDGE POND/ TEMPORARY CRF ENHANCEMENT
SECTION A - A'
SCALE 1" = 20'

SECTION A - A' DETAIL OF WETLAND/CRF POND HABITAT AREA

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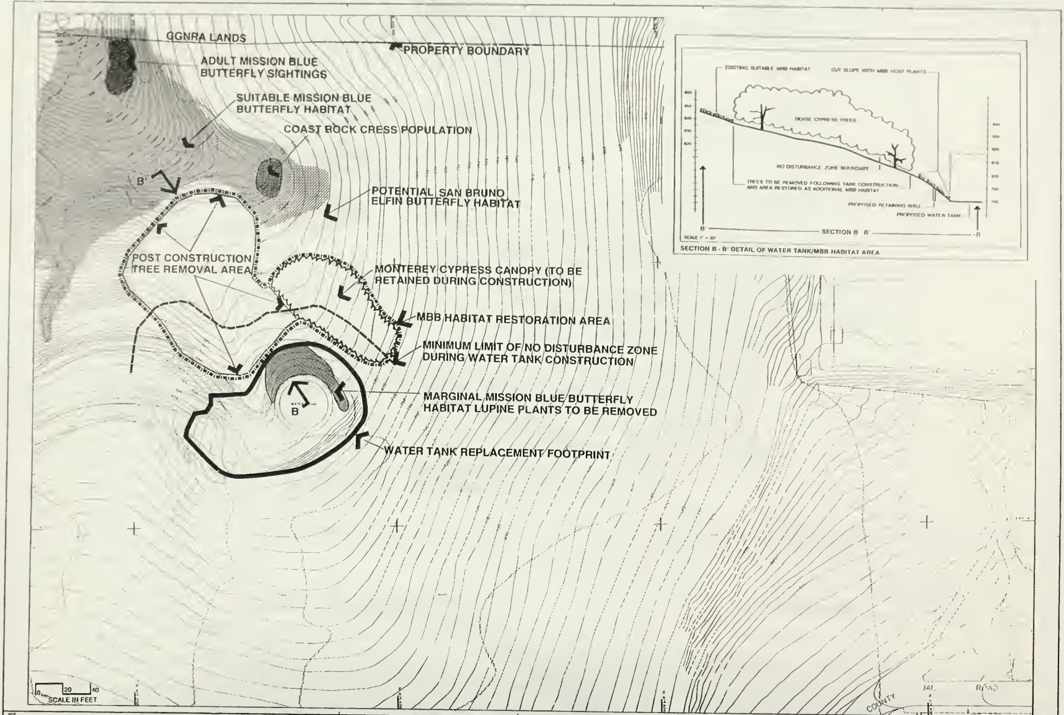
PROJECT TITLE
COUNTY JAIL NO.3 REPLACEMENT PROJECT

DRAWING TITLE
DETAIL OF WETLANDS/CALIFORNIA RED-LEGGED FROG MITIGATION AREA PLAN DATED 15 DECEMBER 1997

SHEET 2 OF 3 SHEETS


GGNRA LANDS
PROPERTY BOUNDARY
ADULT MISSION BLUE BUTTERFLY SIGHTINGS
SUITABLE MISSION BLUE BUTTERFLY HABITAT
COAST ROCK CRESS POPULATION
POTENTIAL SAN BRUNO ELFIN BUTTERFLY HABITAT
POST CONSTRUCTION TREE REMOVAL AREA
MONTEREY CYPRESS CANOPY (TO BE RETAINED DURING CONSTRUCTION)
MBB HABITAT RESTORATION AREA
MINIMUM LIMIT OF NO DISTURBANCE ZONE DURING WATER TANK CONSTRUCTION
MARGINAL MISSION BLUE BUTTERFLY HABITAT LUPINE PLANTS TO BE REMOVED
WATER TANK REPLACEMENT FOOTPRINT
B
B'
0
20
40
SCALE IN FEET
COUNTY
JAIL
ROAD
EXISTING SUITABLE MBB HABITAT
CUT SLOPE WITH MBB HOST PLANTS
DENSE CYPRESS TREES
NO DISTURBANCE ZONE BOUNDARY
TREES TO BE REMOVED FOLLOWING TANK CONSTRUCTION AND AREA RESTORED AS ADDITIONAL MBB HABITAT
PROPOSED RETAINING WALL
PROPOSED WATER TANK
B'
SECTION B B'
B
SCALE 1" = 20'

SECTION B - B' DETAIL OF WATER TANK/MBB HABITAT AREA

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DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO

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PROJECT TITLE
TOPOGRAPHIC MAP OF
COUNTY JAIL NO.3 REPLACEMENT PROJECT
PLAN DATED 15 DECEMBER 1997
DRAWING TITLE
DETAIL OF MISSION BLUE BUTTERFLY MITIGATION AREA

SHEET 3 OF 3 SHEETS
JOB NUMBER 6022-50

HISTORICAL ARCHITECTURE RATING SYSTEM

EVALUATION METHODOLOGY

Prior to conducting the field investigation, Carey & Co. developed criteria for the evaluation of Jail No 3. The evaluation methodology was developed to provide a systematic framework for investigation and a way to assess a multitude of building components with different historic values and in varying degrees of deterioration. At the same time, the evaluation methodology allows future users of this document to quickly cull information on building components.

EVALUATION RATINGS

First, Carey & Co. determined the historic value or significance of the component on a four-point scale ranging from very significant to non-contributing. Once the significance was established, the firm determined the condition, or degree to which historic fabric had deteriorated or been altered. The condition rating is a three-point scale ranging from good to poor.

HISTORIC VALUE

Historic value entails a professional judgment of the historic importance of each component based upon research of historic documents and on-site observation. There are four ratings:

Very Significant	The space or components are central to the building's architectural and historic character.
Significant	The space or components are associated with the qualities that make the building historically important. They make a major contribution to the structure's historic character.

Contributing	The space or components may not be extraordinarily important as isolated elements but contain enough historic character to play a role in the total significance of the structure.
Non-Contributing	The space or components are not historic, or are historic but have been substantially modified. Little or no historic character remains.

CONDITION

Condition describes the degree of fitness of rooms or components:

Good	The space or components are intact and sound. Few imperfections are visible, and they require only minor repair work.
Fair	The space or components show signs of wear or deterioration.
Poor	The space or components are no longer performing their original function or are missing.
Unknown	The space or components are inaccessible and condition cannot be assessed.

Definitions of Eligibility for Historic Listing

Eligible - The property meets the eligibility criteria described in National Register Bulletin No. 15, or it is in the inventory kept by the State Historic Preservation Office (SHPO) and it may be nominated by the SHPO and sent to the Keeper of the National Register for evaluation and listing on the National Register of Historic Places.

Potentially Eligible - The property meets the eligibility criteria described in National Register Bulletin No. 15, but has not been subject to the listing and nomination process. The term "potentially eligible" is used because only SHPO may determine eligibility. Nationally accepted standards have been objectively applied in the analysis to define potential.

Meets Eligibility Criteria - The property, after the question is raised as to its historic status, is surveyed and researched. The resulting information is analyzed against the various criteria described in National Register Bulletin No. 15. If the research findings are characterized by the eligibility criteria, the property meets those criteria.